The Hong Kong Daily Press

No. 8743 第八千七百四十三號 光緒十一年十一月二十六日 HONGKONG, THURSDAY, DECEMBER 31st, 1885. 四 香港英十二月三十一號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

December 29, AMITY, British bark, 519, T. Caberly, Chefoo 20th December, General.—SIEMSSEN & Co.

December 30, DENBIGHSHIRE, British steamer, 1,663, Cuming, Shanghai 26th December, General.—ADAMSON, BELL & Co.

December 30, KWANG-WAI, Chinese transport, W. Lowson, Shanghai 26th December.

December 30, ASPIC, French gunboat, M. de F. Jonquieres, Amoy 29th December.

December 30, OMAHA, American corvette, Thos. O. Selfridge, New York 12th August, and Manila 26th December.

December 30, ALWINE, German steamer, 400, P. Moos, Quinhon 25th December, General.—WIELER & Co.

December 30, HECTOR, British steamer, 1,630, Batt, Swatow 29th December, Ballast.—BUTTERFIELD & SWIRE.

December 30, AGAMEMNON, British ironclad, from a cruise.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
30TH DECEMBER.

Denbighshire, British str., for Singapore.
Titania, A.-H. str., for Singapore.
Hector, British str., for Singapore.
Diomed, British str., for Amoy.
Tritos, German str., for Saigon.
Strathairly, British str., for Kutchinotzu.
Quarta, German str., for Saigon.
Anton, German str., for Hoihow.
Danube, British str., for Swatow.

DEPARTURES.

December 30, VELOCITY, British bark, for Takao.
December 30, HAIPHONG, Brit. str., for Swatow.
December 30, ACTIV, Danish str., for Haiphong.
December 30, JOHN POTTS, British bark, for Nagasaki.
December 30, TRIUMPH, Ger. str., for Saigon.
December 30, AMIGO, German str., for Swatow.
December 30, NINGPO, British str., for Shanghai.
December 30, HECTOR, British str., for London.
December 30, TITANIA, A.-H. str., for Trieste.
December 30, QUARTA, German str., for Saigon.
December 30, KWONG-WAI, Chinese transport, for Canton.

PASSENGERS.

ARRIVED.

Per *Alwine*, str., from Quinhon.—6 Chinese.
Per *Hector*, str., from Swatow.—General Ah Fong, and 763 Chinese.

REPORTS.

The British steamer *Hector* reports left Swatow on the 29th instant, and had fine weather throughout, light Northerly winds and clear.

AMOY SHIPPING.

December— ARRIVALS.
23, Zafiro, British str., from Hongkong.
23, Newchwang, British str., from Swatow.
23, Glucksburg, German str., from H'kong.
23, Seewo, British str., from Swatow.
23, Haiphong, British str., from Foochow.
24, Hoihow, British str., from Swatow.

December— DEPARTURES.
22, Douglas, British str., for Foochow.
23, Kennett, British str., for Hongkong.
23, Seewo, British str., for Shanghai.
23, Zafiro, British str., for Manila.
23, Haiphong, British str., for Swatow.
23, Newchwang, British str., for Shanghai.
24, Hoihow, British str., for Shanghai.

FOOCHOW SHIPPING.

December— ARRIVALS.
13, Hae-shin, Chinese str., from Shanghai.
13, Namoa, British str., from Hongkong.
13, Morge, Russian g-bt., from Ningpo.
14, Antenor, British str., from Shanghai.
15, Glencoe, British str., from Shanghai.
15, Gilsland, British str., from Shanghai.
15, Firebrand, British gunboat, from a cruise.
15, Walter Siegfried, Ger. bk, from Shanghai.
17, Sin Nanzing, British str, from Shanghai.

December— DEPARTURES.
14, Firebrand, British g-bt., for a cruise.
15, John Knox, British str., for Shanghai.
15, Nierstein, German str., for Shanghai.
16, Namoa, British str., for Hongkong.
16, Antenor, British str., for London.
18, Hae-shin, Chinese str., for Shanghai.
18, Anna Dorothea, German bark, for Kelung.
18, Christian, German sch., unknown.

NAGASAKI SHIPPING.

December— ARRIVALS.
11, Hiogo Maru, Jap. str., from Wladivostock.
12, Gulf of Papua, British str., from Kobe.
12, Ingo, German str., from Shanghai.
13, Toyoshima Maru, Jap. str., from Y'hama.
13, August, Norw. str., from Wladivostock.
13, Yokohama Maru, Jap. str., from Kobe.
14, Tsukuba-kan, Jap. corv., from Taishu.
14, Wismar, German str., from Shanghai.
15, Denbighshire, British str., from Kobe.
15, Cockchafer, Brit. g-bt., from P. Hamilton.
15, Teheran, British str., from Hongkong.
16, Thibet, British str., from Kobe.
16, Victoria, British str., from Shanghai.
16, Cito, German str., from Shanghai.
18, Hiroshima Maru, Jap. str., from Shanghai.
18, Ingeborg, British str., from Shanghai.
18, Wells, German str., from Shanghai.
18, Pelham, British bark, from Shanghai.

December— DEPARTURES.
11, Prinz Georg, German str., for Yokohama.
12, Solidor, British bark, for Shanghai.
13, Ingo, German str., for Shanghai.
14, Toyoshima Maru, Japanese str., for Korea.
15, Wismar, German str., for Shanghai.
15, Yokohama Maru, Jap. str., for Shanghai.
15, Loong Wha, British bark, for Shanghai.
15, Gulf of Papua, British str., for Hongkong.
16, Pegasus, British sloop, for P. Hamilton.
16, Hilda, British schr., for Amoy.
16, Teheran, British str., for Kobe.
16, Thibet, British str., for Hongkong.
16, Denbighshire, British str., for Shanghai.
16, Hiogo Maru, Jap. str., for Korea.
18, Hiroshima Maru, Jap. str., for Kobe.
18, Cito, German str., for Shanghai.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Florence	Cardiff	June 9
Arabia	New York	June 26
C. F. Sargent	Penarth	July 13
Great Surgeon	Cardiff	July 18
Carondelet	Cardiff	July 18
John Currier	Penarth	July 25
Hecla	Cardiff	Aug. 12
Wilhelm Anton	Cardiff	Aug. 14
~~Ellen A. Reed~~	~~Cardiff~~	~~Aug. 21~~
Edwin Reed	Cardiff	Aug. 27
Agenor	New York	Aug. 28
McNear	Penarth	Sept. 2
Augusta	Cardiff	Sept. 7
Granite State	New York	Oct. 2
Ascalon (s.)	London	Oct. 14
Paul	Hamburg	Oct. 14
Calistogo	L'pool via Cardiff	Oct. 21
Stralsund	St. Nazaire	Oct. 23
Eme	London	Oct. 28
Numida (s.)	Antwerp	Oct. 22
Falkenburg (s.)	H'burg via London	Oct. 22
Margaretha	Newport	Oct. 28
Numida (s.)	Antwerp	Oct. 31
Lennox (s.)	Penarth	Nov. 2
Elizabeth	Cardiff	Nov. 2
Hang Chow (s.)	Glasgow	Nov. 5
Mosser (s.)	London	Nov. 9
Melbrek	London	Nov. 9
Calistoga	Penarth	Nov. 10
Iphigenia (s.)	Hamburg	Nov. 12
Melusine	Penarth	Nov. 13
Bellerophon (s.)	Liverpool	Nov. 14
Cardiganshire (s.)	London	Nov. 14
Ascalon (s.)	Brunshausen	Nov. 14
Merionethshire (s.)	H'burg via London	Nov. 17

INTIMATIONS.

LANE, CRAWFORD & Co.

CHRISTMAS & NEW YEAR PRESENTS
Consisting of
FRENCH and ENGLISH TOYS.
NEWEST COSAQUES and BON-BONS.
COMICAL SURPRISE BOXES.
CHRISTMAS TREE ORNAMENTS.
HANDSOME BON-BON BOXES.
FANCY LEATHER GOODS.

Ladies Handbags and Companions
Cigarette and Cigar Cases
Fancy Purses and Wallets
Ladies' and Gent.'s CardCases
Cologne Cases and Work Cases

Clock Date Cases.
Albums and Photo Stands.
Writing Table Sets.
Dressing Bags & Cases.
Toilet Bags & Jewel „
Scissors in Cases.
Painted Gauze Frames.
Onyx & Nickel Ware.
Menu Holders.

VERY BEAUTIFUL HAND PAINTED MIRROR SCREENS.
THE NEWEST
FANCY GLASS and CHINAWARE
IN
FLOWER STANDS, BASKET VASES, DINNER TABLE SETS, TOILET SETS, MENUS, LIQUOR SETS, TEA SETS and TRAYS, DESSERT and DINNER SETS, STATUETTES and ARTISTIC GROUPS.
Annuals and Presentation Books in variety
CHRISTMAS AND NEW YEAR CARDS.
LANE, CRAWFORD & Co.
Hongkong, 9th December, 1885. [26

G. FALCONER & Co.,
WATCHMAKERS, JEWELLERS, &c.,
48, QUEEN'S ROAD CENTRAL,
Have Now on View,
The following
CHOICE and SPECIAL SELECTION
OF
CHRISTMAS & NEW YEAR GIFTS,
Received Ex P. & O. S. S. *Mirzapore.*

GEM BRACELETS. GOLD BRACELETS.
GEM FICHU BROOCHES. GOLD FICHU BROOCHES
GEM LOCKETS. GOLD LOCKETS.
GEM EARRINGS. GOLD EARRINGS.
GEM RINGS. GOLD SCARF RINGS.
GEM SCARF RINGS. SIGNET RINGS.
GEM BROOCHES OR HAIR PINS.
LADIES' WATCHES. GENT'MEN'S WATCHES
LADIES' ALBERTS. GENT'MEN'S ALBERTS.
GOLD NECKLETS.
DIAMOND RINGS, "Single Stone."
~~DIAMOND RINGS, "Half Hoop."~~
DIAMOND EARRINGS, "Solitaire."

ALSO,
A Most Handsome Collection of
SILVER CUPS,
suitable for
RACES or ATHLETIC SPORTS.

JUST RECEIVED
A NEW INVOICE of BLACK, RED, and GREY MARBLE CLOCKS, BRONZE and GILT MOUNTS; Also TRAVELLING and OFFICE CLOCKS and TIMEPIECES.
The whole of Last Season's Stock is now offered at COST PRICE.
Hongkong, 7th December, 1885. [2174

JAPAN! JAPAN!! JAPAN!!

KUHN & Co.'s
JAPANESE FINE ART
GALLERY.
AT THE HONGKONG HOTEL.
HAVE IN THEIR EXTENSIVE COLLECTION
A GREAT NUMBER OF SUITABLE,
ELEGANT, USEFUL, AND
ORNAMENTAL,
CHRISTMAS
AND
NEW YEAR PRESENTS,
SATIN and SILK EMBROIDERIES, LADIES' and GENTLEMEN'S GOWNS, JACKETS, SCREENS, WALL DECORATIONS, OLD BROCADES, GENUINE SATSUMA, IMARI and KAGA PORCELAIN, BRONZES, IVORIES, BRONZE, GOLD and SILVER INLAID JEWELLERY, &c., &c., &c.
All to be Sold at
MOST REASONABLE PRICES.
(A VISIT IS RESPECTFULLY INVITED).
Hongkong, 17th December, 1885. [2184

KELLY AND WALSH, LIMITED, are now showing a Splendid Lot of GOODS suitable for
NEW YEAR'S PRESENTS,
Consisting of:—

VERY HANDSOME ELECTRO-PLATED Tea and Coffee Sets, Tête-à-Tête Sets, Card Stands, Fruit and Cake Baskets, Ice Pitchers, Tea Urns, Jewel Caskets, Toothpick Holders, Children's Cups, Vases, &c.

ARTICLES of VIRTU in BRONZE.

A Beautiful display of FANCY and LEATHER GOODS comprising Photograph Albums, Writing Cases, Work Boxes, Ladies' Companions, Fitted Dressing Cases, Cigar and Cigarette Cases, Meerschaum Pipes, Mordan's Silver Pencil Cases, Photo Frames, Dresden Glass and China Ware, &c.

CHILDREN'S BOOKS—Boy's Own Annual, Every Boy's Annual, Every Girl's Annual, New Books by Caldicott and Kate Greenaway, Chatterbox, Little Folks, Children's Friend, Peter Parley's Annual, &c., &c.

HANDSOMELY BOUND PRIZE and PRESENTATION BOOKS.

CHILDREN'S TOYS.

NOW READY.

Letts' Diaries, Ruddy Old Block, Anglo-Chinese Date Blocks, Shakspeare Calendars.

SPECIALITY.

VISITING CARDS printed at short notice either from plate or in the latest designs in letter press

KELLY & WALSH, LD., HONGKONG.
24]

TREES, FRUIT AND ORNAMENTAL, MAGNOLIAS, PALMS, ROSES, CLEMATIS, &c.

10 MEDALS and 39 PREMIUMS
AWARDED
AT THE WORLD'S EXPOSITION IN NEW ORLEANS, U. S. A.

New Descriptive Catalogues, containing many New and Rare Varieties, will be sent:
No. I.—Fruits, Grapevines, Olives...4 Cents.
No. II.—Ornamental Trees, Evergreens and Plants...4 Cents.
No. III.—New Roses and Clematis ... Gratis.
JOHN ROCK,
2301] San José, California, U. S. A.

DENTISTRY.

DR. H. POATE will be Absent from the Colony for about a Week from WEDNESDAY, the 30th December.
Hongkong, 25th December, 1885. [2294

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. MCIVER, Esq.
H. L. Dalrymple, Esq. | E. E. Sassoon, Esq.
H. Hoppius, Esq. | E. H. M. Huntington, Esq.
M. Grote, Esq. | C. D. Bottomley, Esq.
Hon. W. Keswick | A. P. McEwen, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, 5th December, 1885. [6

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 8th May, 1885. [893

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.
H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 6th July, 1885. [8

NOTICE.

FOR the Convenience of Customers, the PRODUCTIONS of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th July, 1885. [1378

IN THE MATTER OF THE ESTATE OF THE LATE THOMAS EDWARD LUDLAM, of Amoy, China.

NOTICE is hereby given that all Persons having any CLAIMS against the Estate of the said THOMAS EDWARD LUDLAM, who died in Amoy in the Empire of China, on the 1st of August, 1885, and Letters of Administration to whose Estate were granted to the Undersigned on the 18th day of November, 1885, are hereby required to send in writing to the Undersigned on or before 31st December next, the full particulars of their Claims, or Demands, and all Persons indebted to said Estate are requested to make immediate payment to the Undersigned.

AND NOTICE IS HEREBY ALSO GIVEN that as soon as possible after the above mentioned date, the Undersigned will proceed to distribute the Assets of the said Estate amongst the parties entitled thereto, having regard only to the Claims of which he shall then have had notice in writing.

Dated in Amoy, the 21st November, 1885.
B. STEWART RINGER
2092] Administrator.

NOTICES OF FIRMS.

NOTICE.

MR. JOHN McCALLUM is authorised to SIGN our Firm per procuration from this date.
LANE, CRAWFORD & Co.
Hongkong, 19th December, 1885. [2273

NOTICE.

MR. CHARLES ALEXANDER TOMES is admitted a PARTNER in our FIRM in Hongkong, China, and elsewhere from this date.
RUSSELL & Co.
Hongkong, 1st December, 1885. [2137

NOTICE is hereby given that on the 3rd day of June last, YEUNG YUK CHI and his Son YEUNG HEE KUM (the latter having been the Manager) retired from the Business of the HOO TAI LOONG SHOP, No. 50, Praya Central, and Sold all their own Shares of the Business to YEUNG MING LAI TONG who had been until then Partners or Shareholders. Settlement of Accounts has been made. The said YEUNG MING LAI TONG will not hold themselves Responsible for any Debts, Old or New, contracted by the said YEUNG YUK CHI or his Son YEUNG HEE KUM.

Creditors and Debtors are also hereby requested to send their contracts to be signed by YEUNG TSO MAN, YEUNG MAN FUNG, and YEUNG KING SHAN, or certified by the putting on the same documents of the Chop of HOO TAI LOONG MING KEE.
Hongkong, 12th August, 1885. [1470

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of the "SHANGHAI ICE ASSOCIATION," to Sell by Public Auction, (If not previously disposed of privately), At their Sales Room, on
FRIDAY,
the 8th January, 1886, at 2.30 P.M.,
THE PLANT AND MACHINERY,
belonging to the Association,
WITHOUT RESERVE
ONE ICE MAKING MACHINE,
By Beckwith, capable of making Six Tons of Block Ice in 24 hours. The Machine is in good working order with Engine and Boiler, and all necessaries complete.

Intending Purchasers may inspect the Machinery by applying to the Auctioneers for an order, who will also furnish any further information required.

The Buyer of the Machine can have the option of taking over the Buildings at a fair valuation and the lease of the Premises.
MACKENZIE & Co.,
Auctioneers.
Shanghai, 14th December, 1885. [2264

INTIMATIONS.

W. BREWER has just opened A Magnificent Selection of NEW PARISIAN GOODS in Plush with Silk Work and Ormolu Mounts, consisting of:—
Handsome Jewel Boxes.
Handsome Work Cases Fitted.
Handkerchief and Glove Boxes.
Hand-Painted Fans.
Ladies' Card Cases, Tortoise Shell and Ivory inlaid Silver.
Gentlemen's Card Cases, Tortoise Shell and Ivory inlaid Silver.
Pearl Necklets and Bracelets.
The New Brass Ware.
Perfume Cases, Hand Mirrors in Brass.
Inkstands in great variety.
Photo Albums for Cabinets only.
Very Handsome Photo Albums.
Christmas Annuals, Diproses, Tom Hoods, Routledges, Young Ladies Journal, &c., &c.
A Quantity of New Light Literature.
Henry's Cross and the Dragon.
Knolly's English Life in China.
Great quantity of Novelties.
W. BREWER, Queen's Road
UNDER HONGKONG HOTEL. [25

NOTICE.

THE PRYE RIVER DOCK COMPANY, LIMITED.

APPLICATIONS for the APPOINTMENT of MANAGER of the above Company will be received by the Undersigned up till 31st inst.
H. L. SMITH,
Secretary.
Penang, 10th December, 1885. [2280

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the ARTICLES OF ASSOCIATION, the General Agents, with approval of the CONSULTING COMMITTEE, will, on the 1st January, 1886, ISSUE INTEREST WARRANTS of $5 per SHARE, payable at the HONGKONG AND SHANGHAI BANK, the same being at the Rate of 10 per cent. per Annum on the Paid-up Capital of the Office for the year 1885, and Notice is hereby given that in order that the same may be adjusted, the TRANSFER BOOKS of the Office will be CLOSED from the 18th to 31st instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 10th December, 1885. [2237

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 23rd instant until the 8th Proximo, both days inclusive.
HENRY R. H. MARTIN,
Manager.
Hongkong, 18th December, 1885. [2245

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, 25th August, 1885. [1549

CANNED FRUITS,
VEGETABLES,
MEATS AND SALMON.
CALIFORNIA FLOUR AND MEALS.
IRON MANTEL PIECES.
HEADSTONES AND MONUMENTS.
BICYCLES AND TRICYCLES.
AMERICAN BILLIARD & POOL TABLES.
AMERICAN CARRIAGES & BUGGIES.
BORAX, REFINED & POWDERED
ELECTRIC FAMILY SOAP.
A. HINZ,
Agent.
Hongkong, 8th September, 1885. [1632

HONGKONG HORTICULTURAL SOCIETY.

NOTICE.

THE NEXT ANNUAL EXHIBITION will be held during the week preceding the Races in February next.

All EXHIBITS of PLANTS CLASSED as ANNUALS, MUST BE IN POTS not exceeding 14 inches inner diameter.
W. M. B. ARTHUR,
Hon. Sec.
Hongkong, 19th December, 1885. [2252

JARDINE, MATHESON & Co.'s PIERS AND GODOWNS, WEST POINT.

THESE are now in working order. Steamers are berthed at the Wharf, and Cargo received and stored at Cheap Rates.

The Godowns are Two Storied, Dry, Airy, and well suited for the Storage of Silk, Cotton, and Woollen Piece Goods as well as General Merchandise.

ADVANCES MADE ON CARGO STORED.

For Rates and Further Particulars, apply to the
MANAGER,
or to
JARDINE, MATHESON & Co.
Hongkong, 1st December, 1885. [2151

FURNITURE WAREHOUSE.

EVERY description of FURNITURE on SALE and for HIRE at Moderate Prices. Large quantities of JAPANESE and CHINESE CURIOS for Sale.
E. CASSUMBHOY,
23] Opposite City Hall.

STRINGER AND COMPANY.
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [22

INTIMATIONS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. DOLLAR LOAN OF 1885.

FIRST DRAWING.

NOTICE IS HEREBY GIVEN, that in conformity with the provisions contained in the Agreement for this Loan, the following Numbers of Bonds to be paid off at par, at the Offices of the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, in Hongkong, on the 18th day of January, 1886, when the Interest thereon will cease, were this day Drawn for payment at the Office of the said Bank in Hongkong, in the presence of Mr. WALTER HARRY YOUNG, Acting Accountant of the said Bank, and of the undersigned Notary.

NINE HUNDRED AND THIRTY BONDS DRAWN FOR PAYMENT, Nos.:—

2	5	18	19	20	21	28
33	35	37	44	45	48	50
52	56	59	66	70	77	80
81	82	84	86	90	91	96
97	101	105	109	110	118	125
128	129	130	131	136	137	139
140	143	144	145	149	150	152
153	156	158	159	160	161	165
173	174	177	180	188	190	191
196	197	198	199	201	203	204
205	209	211	214	220	221	224
229	232	234	235	237	238	241
244	247	248	251	255	257	260
269	274	276	283	285	287	290
296	297	304	306	315	316	319
320	323	328	342	343	344	346
347	354	357	360	363	365	366
371	376	378	382	386	390	391
392	399	401	402	403	405	406
407	408	409	418	420	421	422
423	424	425	428	431	432	433
441	443	447	448	453	454	462
463	464	465	471	472	476	482
487	491	494	495	496	499	500
506	510	511	514	515	516	518
519	520	522	525	526	529	530
531	540	554	555	556	557	558
563	566	567	570	572	580	592
601	607	610	613	621	626	631
636	642	644	646	656	659	660
664	666	673	675	677	678	679
686	692	693	694	697	698	705
709	710	711	713	715	722	726
731	734	740	743	746	747	749
753	758	759	760	762	766	767
769	773	775	780	781	785	788
790	792	793	794	796	800	802
813	814	815	816	817	822	824
827	835	837	840	843	846	855
857	860	861	864	865	866	871
873	874	875	877	880	883	892
897	898	900	901	905	906	918
923	926	927	928	934	936	937
945	948	949	951	952	953	956
958	959	961	963	970	978	981
982	992	993	996	1002	1006	1009
1012	1013	1014	1016	1018	1019	1020
1025	1027	1028	1031	1040	1043	1046
1048	1051	1056	1057	1061	1062	1065
1067	1069	1081	1083	1091	1093	1094
1098	1102	1105	1107	1110	1121	1122
1123	1125	1130	1131	1132	1135	1137
1145	1147	1150	1154	1155	1157	1160
1163	1165	1166	1167	1170	1171	1173
1175	1176	1178	1179	1180	1185	1189
1192	1198	1204	1206	1208	1210	1213
1215	1216	1217	1219	1224	1225	1226
1229	1232	1234	1241	1242	1243	1244
1247	1256	1259	1263	1265	1266	1268
1270	1271	1273	1274	1275	1276	1279
1281	1282	1284	1285	1291	1296	1297
1299	1300	1302	1303	1304	1305	1306
1307	1310	1312	1313	1318	1319	1320
1328	1329	1330	1332	1336	1337	1341
1344	1345	1349	1350	1352	1356	1358
1368	1370	1371	1373	1379	1383	1384
1394	1397	1400	1401	1405	1407	1411
1416	1417	1419	1420	1421	1423	1425
1427	1429	1431	1434	1442	1444	1445
1447	1448	1450	1451	1453	1456	1460
1471	1472	1473	1480	1485	1487	1488
1490	1491	1492	1495	1499	1505	1510
1514	1522	1523	1533	1534	1537	1540
1541	1545	1546	1548	1552	1554	1551
1562	1566	1567	1575	1577	1578	1584
1586	1587	1589	1598	1600	1601	1602
1605	1607	1608	1610	1611	1613	1615
1617	1619	1620	1628	1633	1636	1637
1640	1648	1651	1652	1655	1661	1664
1667	1670	1671	1675	1677	1680	1683
1684	1687	1690	1694	1698	1702	1707
1713	1716	1720	1721	1725	1728	1730
1735	1736	1741	1756	1761	1763	1764
1767	1775	1777	1778	1786	1787	1790
1792	1795	1796	1798	1799	1800	1801
1802	1809	1810	1812	1814	1817	1819
1822	1823	1826	1828	1831	1833	1835
1844	1848	1849	1852	1855	1856	1859
1861	1864	1866	1870	1871	1872	1873
1874	1876	1877	1888	1894	1895	1896
1897	1898	1901	1905	1906	1907	1908
1910	1913	1918	1919	1920	1924	1925
1926	1927	1929	1935	1936	1942	1957
1958	1960	1961	1964	1965	1966	1971
1974	1975	1976	1981	1982	1984	1992
1993	1995	2002	2004	2007	2008	2009
2013	2022	2023	2025	2026	2027	2028
2029	2034	2038	2040	2041	2042	2043
2057	2058	2065	2066	2069	2070	2080
2082	2085	2089	2090	2091	2092	2093
2095	2097	2099	2101	2104	2105	2106
2107	2108	2110	2120	2122	2124	2125
2126	2131	2132	2133	2138	2143	2146
2147	2151	2152	2156	2158	2165	2166
2168	2172	2180	2181	2191	2193	2196
2200	2203	2204	2207	2208	2209	2210
2211	2214	2223	2224	2225	2226	2228
2235	2236	2238	2240	2244	2245	2246
2252	2253	2254	2259	2260	2261	2262
2263	2264	2265	2269	2270	2272	2273
2277	2280	2281	2282	2285	2289	2294
2295	2298	2300	2305	2311	2315	2316
2317	2318	2319	2320	2323	2334	2339
2342	2343	2346	2348	2349	2357	2360
2361	2364	2367	2368	2369	2371	2372
2379	2380	2384	2388	2390	2395	2400
2401	2403	2405	2424	2428	2433	2434
2436	2437	2441	2444	2446	2454	2456
2465	2470	2479	2482	2484	2485	2488
2489	2490	2494	2495	2496	2503	2510
2511	2512	2514	2518	2519	2524	2525
2533	2534	2535	2537	2543	2552	2553
2555	2556	2557	2558	2561	2566	2567
2571	2574	2578	2580	2584	2585	2588
2591	2593	2594	2595	2596	2597	2598
2599	2609	2615	2620	2625	2626	2634
2635	2636	2643	2644	2645	2646	2648
2650	2660	2661	2664	2666	2670	2671
2672	2679	2684	2688	2697	2701	2702
2704	2705	2706	2717	2719	2727	2733
2734	2735	2739	2741	2751	2755	2758
2759	2760	2761	2762	2764	2767	2772
2778	2779	2781	2783	2788	2789	...

For Hongkong Currency $500 each.
For the CHARTERED BANK OF INDIA AUSTRALIA & CHINA,
W. H. YOUNG,
Acting Accountant.
Countersigned,
VICTOR H. DEACON,
Notary Public,
HONGKONG.
Hongkong, 17th October, 1885. [2140

THE HARDEN "STAR" HAND, GRENADE FIRE EXTINGUISHER.

THE Undersigned, having just arrived, is prepared to fill all Orders for the above GRENADE. It is the Cheapest, Simplest, and Best Known
FIRE EXTINGUISHER IN THE WORLD,
having been used in England and America with the greatest success for the past year, and having extinguished over 800 Actual Fires thereby saving millions of dollars worth of property.

These GRENADES are sold at $16.00 per case of one dozen each, and no Grenades sold less than dozen Lots.
Send all orders to
E. CLARK,
Hongkong Hotel.
Hongkong, 22nd September, 1885. [1722

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S.S. "DIOMED." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 1st Prox., for shipment per steamer "BELLEROPHON."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th December, 1885. [2275

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DIOMED," are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Goods undelivered after the 5th Prox. will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th December, 1885. [2275

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "FLINTSHIRE."

FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the undersigned, at Wanchai, behind the premises known as No. 3, "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 3rd proximo, will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before the 4th January, 1886, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 28th December, 1885. [2260

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux, Ex S. S. "MEDOC," "THANE," and "CAMBRAI," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-MORROW (TUESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 4th January, 1886, at NOON, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 6th January, 1886, (WEDNESDAY), or they will not be recognized.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 28th December, 1885.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENARTNEY,"
having arrived from the above Ports, Consignees of Cargo by her and by the S. S. "LUDGATE HILL," from New York, are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 28th instant.

Cargo remaining undelivered after the 4th January, 1886, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 28th December, 1885. [2306

ST. PETER'S SEAMEN'S CHURCH.

THE above CHURCH will be RE-OPENED, for DIVINE SERVICE on SUNDAY NEXT, the Third of January, 1886, at 5 O'CLOCK IN THE AFTERNOON. The Sermon will be preached by the Bishop.
Hongkong, 29th December, 1885. [2307

SQUARE BOTTLE WHISKY
NAPIER JOHNSTONE'S BLEND,
Superb Quality,
CUTLER, PALMER & Co.'s SELECTION.
Apply to
LANE, CRAWFORD & Co.,
2310] Hongkong.

THE HONGKONG AND CANTON IRON WORKS.
(KWONG YAN TAI.)
廣仁泰
BOILER MAKERS, COPPER SMITHS, BRASS & IRONFOUNDERS, ENGINEERS & SHIP BUILDERS.
17, WEST POINT, HONGKONG.

All Orders will receive prompt attention at very moderate charges.

All communications to be addressed to
THE MANAGER.
Hongkong, 5th December, 1885. [2170

CUTLER, PALMER & Co.

The well known Wine Shippers to China,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
„ SIEMSSEN & Co. } and
„ LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.
"IMPERIAL," & AMOROSO, SHERRY.
MANZANILLA SHERRY—very pale & dry
VINO PURO—a pretty delicate wine.
These Sherries are also shipped in Jars containing 4 gallons.
"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.
SCOTCH WHISKY—of several sorts, viz:
In square bottles—Napier Johnstone's.
In round bottles—C. P. & Co.'s, "Heart shaped label."
In round bottles—The celebrated Glenlivet
IRISH WHISKY—only the best.
COGNAC—from the very best to medium quality.
This Firm's Cognacs are too well known to need recommendation. Prices on application.
[1996

TRICHORD COTTAGE PIANOS,
by ROSENKRANZ.
IRON FRAME and TUNING PLATE CAST IN ONE PIECE,
Unrivalled for brilliancy and sweetness of tone.
PRICE $240 ONLY.
Apply to MR. A. VITA,
2, Old Bailey.
Hongkong, 11th November, 1885. [1772

INTIMATIONS.

COMING SOON.

CHIARINI'S CIRCUS
AND
MENAGERIE
WILL SHORTLY EXHIBIT AT HONGKONG.

Return to China after 3 years' absence, during which time it has made a triumphal tour of Australia, New Zealand, Tasmania, and Java of the Southern Hemisphere.

CHIARINI'S CIRCUS,
FAVOURABLY KNOWN ALL OVER THE HABITABLE WORLD,
will give a Series of Performances of a very interesting nature composed of DIVERS EQUESTRIAN, GYMNASTIC, ACROBATIC, EQUILIBRISTIC, and NOVEL ARENIC SPORTS of all descriptions, performed by Clever Artistes, both Ladies and Gentlemen.

Also, a very attractive and costly Zoological collection of
FORMIDABLE ANIMALS—
AFRICAN LIONS, CEYLON ELEPHANTS, ROYAL BENGAL TIGERS, CYNOCEPHALUS PORCARIA, BOA CONSTRICTOR, &c., &c., &c.

And the Finest collection of HORSES and PONIES from all parts of the World, educated to perfection, forming an excellent place of RECREATION and INSTRUCTIVE PASTIME.

SIGNOR CHIARINI has the honour to announce that this will be the
FIRST APPEARANCE
in Hongkong of
A DEN OF ROYAL AFRICAN LIONS.
For Particulars see future announcements.

FRANK G. WILSON, Advance Agent. | L. MAYER, Secretary.
Hongkong, 30th December, 1885. [2309

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer
"YANGTSE,"
Captain Lormier, will be despatched for
SHANGHAI,
TO-MORROW, the 1st Jan., at ELEVEN A.M.
G. DE CHAMPEAUX,
Agent.
Hongkong, 31st December, 1885.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"DOUGLAS,"
Captain Young, will be despatched for the above Ports on SUNDAY, the 3rd January, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 30th December, 1885. [2314

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"AGAMEMNON,"
Captain Wilding, will be despatched as above on FRIDAY, the 8th Prox.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th December, 1885. [2191

BANK-HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the Undermentioned Banks will be CLOSED for the Transaction of Public Business, TO-MORROW (FRIDAY), the 1st January, 1886.

FOR THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
JOHN THURBURN,
Manager, Hongkong.

FOR THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. H. WHITEHEAD,
Acting Manager, Hongkong.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

FOR THE COMPTOIR D'ESCOMPTE DE PARIS,
C. C. INCHBALD,
Agent.

FOR THE NEW ORIENTAL BANK CORPORATION, LIMITED.
H. A. HERBERT,
Manager, Hongkong.
Hongkong, 30th December, 1885. [2313

NOTICE.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business TO-MORROW (FRIDAY), the 1st January, 1886.

CANTON INSURANCE OFFICE, LIMITED,
JARDINE, MATHESON & Co.,
General Agents.

HONGKONG FIRE INSURANCE COMPANY, LD.
JARDINE, MATHESON & Co.,
General Managers.

UNION INSURANCE SOCIETY OF CANTON, LD.,
N. J. EDE,
Secretary.

NORTH-CHINA INSURANCE COMPANY, LD.,
W. H. PERCIVAL,
Agent.

CHINA TRADERS' INSURANCE COMPANY, LD.,
W. H. RAY,
Secretary.

CHINESE INSURANCE COMPANY, LIMITED,
SAML. J. GOWER,
Secretary.

YANGTSZE INSURANCE ASSOCIATION, LIMITED,
RUSSELL & Co.,
Agents.

THE CHINA FIRE INSURANCE COMPANY, LD.,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 24th December, 1885. [2286

THE
SEMI-CENTENNIAL ANNIVERSARY
OF THE
MEDICAL MISSIONARY SOCIETY'S HOSPITAL,
At Canton, China, will take place
TO-DAY (THURSDAY),
the 31st December, at 3.30 P.M.,
in the
PRESTON MEMORIAL CHURCH.
Friends of the Society are invited to be present.
J. C. THOMSON,
Secretary.
Canton, 28th December, 1885. 2308

THE NEW YEAR.

THE LATEST NOVELTY.

ANGLO-CHINESE CALENDAR,
1886,
FOR THE DESK,
In RED AND BLACK,
In RED IMITATION MOROCCO CASE.
PRICE ONE DOLLAR.
For Sale at the Book Stores.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, DECEMBER 31ST, 1885.

THE following remarks contained in the final paragraph of the official report on Asiatic cholera, drawn up by a Committee convened by the Secretary of State for India for the purpose of taking into consideration a Report by Drs. E. KLEIN and HENEAGE GIBBES entitled "An Inquiry into the Etiology of Asiatic Cholera," which committee comprised the most eminent authorities in the English medical world, deserve special attention here as elsewhere:—

> Although the precise cause of cholera has not been ascertained, sufficient is known of the general character of the disease to serve as a trustworthy basis for practical action, and the Committee feel that they ought not to separate without expressing their conviction that sanitary measures in their true sense, and sanitary measures alone, are the only trustworthy means to prevent outbreaks of the disease, and to restrain its spread and mitigate its severity when it is prevalent. Experience in Europe and in the East has shown that sanitary cordons and quarantine restrictions (under whatsoever form) are not only useless as means for arresting the progress of cholera, but positively injurious; and this not merely because of the many unavoidable hardships which their enforcement involves, but, also, because they tend to create alarm during periods of epidemics of the disease, and to divert public attention at other times from the necessity which constantly exists for the prosecution of sanitary measures of assured value—measures which, moreover, tend to mitigate the incidence of all forms of disease.

What better authority could we have for urging the pressing need of sanitary measures as prophylactic, and proclaiming the utter worthlessness and even mischievousness of quarantine! We have lately had an illustration of the hardship worked by quarantine laws in the case of a steamer which having two cases of cholera on board was quarantined here, and did not get release for a lengthened period, more than three weeks if we remember rightly, thereby causing heavy loss to the owners and in no way providing a safeguard to the population. In the face of the opinion delivered by the highest exponents of medical science—numbering among them Dr. WILLIAM AITKEN, F.R.S., Professor of Pathology, Army Medical School; Dr. J. BURDON-SANDERSON, LL.D., F.R.S., Waynflete Professor of Physiology, Oxford; Dr. NORMAN CHEVERS, C.I.E., Deputy Surgeon-General, late Principal and Professor of Medicine, Medical College, Calcutta; Dr. F. DE CHAUMONT, F.R.S., Professor of Hygiene, Army Medical School; Sir JOSEPH FAYRER, K.C.S.I., LL.D., F.R.S., Surgeon-General, Physician to the Council of India; Sir WILLIAM W. GULL, D.C.L., LL.D., F.R.S., Physician Extraordinary to the QUEEN, Physician in Ordinary to the Prince of WALES; Sir W. GUYER HUNTER, K.C.M.G., Surgeon-General, Honorary Surgeon to the QUEEN, late Principal and Professor of Medicine, Medical College, Bombay; Sir WILLIAM JENNER (President), K.C.B., D.C.L., LL.D., F.R.S., Physician in Ordinary to the QUEEN, and many others—it is difficult to see how quarantine can be any longer upheld in any part of Her Majesty's dominions, and especially in a place like Hongkong, where the obstacles in the way of properly enforcing its provisions are insuperable, owing to the impossibility of exercising an effective supervision over the native craft. We hope therefore the Colonial Government will lose as little time as possible in repealing the quarantine regulations, and at the same time push forward with all expedition the needed sanitary measures. Prevention is better than cure, and if steps are taken to prevent hotbeds for the development and spread of an epidemic being formed in our midst it will be far more effective in averting disaster than any efforts to check disease after it once gains a hold. We have so far fortunately escaped any serious epidemic of cholera, though sporadic cases have occurred on several occasions, but we have been warned that if the saturation of the soil with matter that should be carefully drained away goes on much longer, some disastrous epidemic will eventually overtake us. The improvement of our drainage and the general sanitation of the Colony therefore requires urgent attention, but the precaution of quarantine can be dispensed with. The proposed lazaretto on Stonecutter's Island should be erected before the summer comes on again, so that it may be ready for use if required, and vessels having discharged any patients they may have there, might, after fumigation, be at once given free pratique. The Military and Naval Authorities have, we believe, pronounced in favour of quarantine, moved thereto by solicitude for the health of the forces; but they will perhaps be reassured by noting on the Committee who made the report quoted from above the names of some of the highest authorities in the Army Medical Service, to which may be added those of Sir WILLIAM R. E. SMART, (late Inspector-General of Hospitals and Fleets), Dr. TIMOTHY RICHARDS LEWIS, Dr. JEFFREY A. MARSTON, and Dr. JOHN SUTHERLAND. The Imperial Government have already relinquished the practice of imposing quarantine, and with this testimony before them it is hardly likely, we imagine, that they will longer sanction it in the Crown Colonies.

H.B.M.S. *Agamemnon*, Captain S. Long, returned to her moorings yesterday.

The French gunboat *Aspic*, Capt. Jonquieres, from Amoy 29th instant, arrived here yesterday.

We would remind our readers that the Banks and Insurance offices will be closed for the transaction of public business to-morrow, as intimated by advertisements on our front page.

Mr. N. G. Mitchell-Innes was on the Bench as Police Magistrate yesterday. There being only a few unimportant cases to dispose of and Mr. Wise hearing the majority of them, the court rose early.

On reference to the sailing notice on our third page, it will be seen that the Pacific Mail S.S. Co.'s steamer *City of Peking*, underlined to leave here for San Francisco on or about the 19th proximo, will go *viâ* Honolulu.

Another gentleman has been added to the list of solicitors of this colony. Yesterday morning, at the Supreme Court, on the motion of the Attorney-General, Mr. John Francis Webber was admitted by the Chief Justice to practice as a solicitor in that court. Mr. Webber has come out to assist Mr. Ewens.

—We are requested to state that, should the English mail arrive to-morrow (New Year's day), the Post Office will be open for an hour for the distribution of correspondence and will then be closed. Letters, &c., which are not called for will be sent out on Saturday morning. Parcels will be ready on Saturday afternoon.

Nearly last, but certainly not least, of the card almanacs is that issued by Messrs. A. S. Watson & Co., Hongkong Dispensary, which came to hand yesterday. Though admirably executed and of a most useful description, the indicator giving month, day of month and day of week, we are compelled to admit that the design is, in our opinion, inferior in taste to those for which the Dispensary has become famous.

The semi-centennial celebration of the Medical Missionary Society's Hospital at Canton, will take place at 3.30 p.m. to-day in the Preston Memorial Church. The following is the programme:—

Music by the Chinese Band.
Invocation.
Music.
Anthem. "Wake the Song of Jubilee."
Introductory Remarks, by Rev. B. H. Graves, M.D., D.D., Chairman of Committee.
With reading of Letter from Hon. Peter Parker, M.D., Founder of the Hospital.
Address, by J. G. Kerr, M.D., for over 30 years in charge.
Anthem, "The Earth is the Lord's."
Address, by Rev. T. W. Pearce, of the London Missionary Society.
Reminiscences, by Mr. G. Nye, since 1848 Vice-President.
Doxology and Benediction.
Music by the Chinese Band.
Music and Refreshments.

The American corvette *Omaha*, Capt. Thomas O. Selfridge, arrived here yesterday from New York, which port she left on the 12th August, calling at Naples, where she stopped for a month, on account of repairs being required to her engine. She then called at Port Said, Suez, Aden, Bombay, Colombo, Singapore, and Manila, which latter port she left on the 26th December. The following are the officers' names:—Captain T. O. Selfridge, Lieutenant-Commander F. Courtis, Lieutenants W. W. Gillpatrick, A. Mertz, W. Winder, M. A. Shufeldt, and C. M. McCartenay; Ensigns C. H. Harlow, H. G. Dorsie, S. S. Van Duzer, and G. W. Brown; Midshipmen J. G. Tawresey, Jos. Strouse, D. S. Nes, and G. R. Evans; Chief Engineer G. W. Magee; P. Assistant Engineer G. H. Ransom; Assistant Engineers C. A. Carr and W. D. Weaver; Paymaster Geo. H. Griffing; Assistant Paymaster H. D. Alexander; Surgeon E. Kershner; 1st Lt. Marines, P. St. C. Murphy; Chaplain C. Q. Wright; Boatswain J. J. Killin, and Carpenter J. E. Keen. The *Omaha* is a vessel of 2,400 tons and carries 12 guns. She will remain on the China station for three years. On her arrival she exchanged salutes with the port, Admiral Hamilton (returned by the *Audacious*), and with Admiral Rieunier (returned by the *Turenne*).

The *Ceylon Observer* of the 5th inst. says:—"Among the passengers by the *Pekin*, calling at Colombo yesterday, were Viscount Clandeboye, eldest son of Lord Dufferin, the Viceroy of India, and two brothers of the great English Radical leader, Mr. Chamberlain. They were all naturally much interested in the election news. The Viscount has only lately attained his majority and is accompanied by Capt. Hamilton, A.D.C. The Messrs. Chamberlain, we are glad to learn, are to visit the planting districts before going on to India, having money investments in Ceylon. There were also among the passengers a party of missionaries for Mr. Hudson Taylor's China Inland Mission, including Mr. W. Hope Gill of the Cambridge University, and the Rev. J. W. Stevenson, who has seen as much of China and native Burmah during his 20 years' service in the Far East as any man living. He was the host of Mr. A. R. Colquhoun when that traveller, after marching across Southern China, passed into the Shan and Burmese territory. Mr. Stevenson was intensely interested in the news of Theebaw's deposition, and quite agreed that it will be a happy day for the Burmese when the British Government is permanently established in their land. The missionaries went on by the *Cathay* last evening.

The *N. C. Daily News* publishes the following fuller particulars of the collision which occurred on the Hwangpoo at Shanghai on the afternoon of the 23rd instant, between the steamers *Claymore* and *Suez*:—The former vessel was anchored in No. 9 section, and the latter, having discharged her cargo at the Old Ningpo Wharf, was being towed by the *Samson* to the New Dock. At this time, about half-past one o'clock, the tide was running flood, and in crossing the river, the *Suez* was carried on top of the *Claymore*, striking the bows of the latter and injuring herself abreast of the main-mast on the starboard side. She then dragged along till her propeller got foul of the *Claymore's* cable, remaining at right angles to that vessel. As soon as the latter accident happened, the captain of the *Suez* let go his port anchor, but the two vessels remained in contact for some hours afterwards. The force of the first blow made a rent in the side of the *Suez* about eight feet long by two feet broad at the widest part. As a portion of the rent was below the water line, the water rushed in, but the hole was soon plugged with canvas and whatever else was handy. At the same time, the steamer took a list or was listed to port, and this brought the fractured part above the water line. Some of the woodwork of the *Suez* was damaged, but not seriously. The *Claymore* does not appear to have received much injury. Tugs went to the assistance of the interlocked steamers, while the *Claymore* got up steam. The *Suez* was subsequently towed to the New Dock.

The *Daily News* says:—We have been favoured with the substance of a telegram received by the Japanese Consul at Shanghai announcing some important changes in the constitution and *personnel* of the Government in Tokyo. The Kobusho and Sanji-in have been abolished, besides three daijins—namely, Daijo-daijin, Sadaijin, and Udaijin. The name Kio has been changed into Daijin as, for instance, Gaimudaijin instead of Gaimukio. The Post and Telegraph Department has been reconstructed, and an Office of Court Councillors created. We append a list of the new daijins and other high officials:—

Prince Sanjo	Naidaijin.
Prince Arisugawa	Sanbohonbucho.
Count Ito	Naikaku sori daijin, or President of the Cabinet, and Kunai daijin.
Count Saigo	Minister of Navy.
Mr. Mori	" of Education.
General Tani	" of Agriculture and Commerce.
Admiral Enomotto	Minister of Posts and Telegraphs.
Count Oki	President of Senate.
Count Kawamura	Court Councillors.
Viscount Tokuoka	
Count Sasaki	
Count Terashima	
Mr. Sano	
Mr. Yamao	
Mr. Shioda	Minister to China.
Mr. Mishima	Keishi Sokan.

The rest as hitherto.

At the regular meeting of the Zetland Lodge of Freemasons, No. 525, held on Tuesday night, Wor. Bro. J. C. Cox, who had been re-elected W.M., invested the officers for the ensuing year as follows:—S.W., Bro. M. Falconer; J.W., Bro. C. A. Cornish; Treasurer, Bro J. Willmott; Secretary, Wor. Bro. W. M. B. Arthur; S.D., Bro. J. D. Ball; J.D., Bro. A. D. Death; D.C., Bro. W. S. Bamsey; Steward, Bro. G. A. Taylor; Tyler, Bro. J. R. Grimble.

The *London Figaro* of the 21st ult. says:—"There can be only one objection to Mr. Clifford Lloyd's appointment to the office of Colonial Secretary of Mauritius—namely, that he may be urgently wanted in Ireland. But it is to be hoped that the rumour, which is again current, of Sir John Pope Hennessy's probable transfer to Peking is without foundation. The delay in filling up the vacancy is not re-assuring."—Possibly the rumour alluded to may be due to the reported summons, by telegraph, to London of Sir John Pope Hennessy by Lord Salisbury. At any rate, the post of Minister to Peking has been filled up by the appointment thereto of Sir John Walsham.

LATEST TELEGRAMS.

LONDON, 29th December.

THE PRESIDENCY OF THE FRENCH REPUBLIC.

M. Jules Grevy has been re-elected, by a large majority, President of the French Republic for a term of seven years. The Right of the Chamber mostly abstained from voting.

THE HONGKONG EXHIBITION.

The articles to be sent from Hongkong to the Colonial and Indian Exhibition were on view yesterday at the City Hall. No one after visiting the show will doubt the wisdom of Hongkong's taking part in this important undertaking—one which is calculated at once to promote commerce and to further that moral federation of the empire which must necessarily follow from the more extended acquaintance with each other of its several parts. The Hongkong Court will add materially to the interest and profitableness of the exhibition as a whole, and cannot fail to benefit the colony. It is true the productions of the colony are limited, but that they are not so limited as has been generally supposed is plainly evidenced by what is now on view at the City Hall; and in addition to the productions there are exhibits illustrative of the social life of the colony. The local exhibition, however, but inadequately represents what the court is intended to be when finally arranged in London. Somewhat less than half the total number of exhibits expected are shown, and the general arrangements are of a rather rough and ready nature, as the Honorary Secretary had in effect previously announced would be the case. The time and space at the disposal of the Committee were not sufficient to admit of a complete and systematic organisation for the local exhibition, which was merely intended to give the residents an approximate idea of what the complete exhibition from this colony will be. One grave defect must be noticed, and that is the absence of a catalogue. An exhibition without a catalogue may be interesting, but for practical purposes it is almost as useless as a clock without its key. This want it is to be hoped will be supplied before the opening of the exhibition in London, for it is of the first importance that the visitors should not only see our exhibits but also be supplied with information concerning them. With these prefatory remarks we will proceed to give a brief description of the exhibition.

At the head of St. George's Hall on the right hand side, is the model of the island made by Mr. A. Denison. It is on a horizontal scale of 660 ft. and a vertical scale of 500 ft. to one inch, and gives an accurate representation of the configuration of the colony and a portion of the adjacent mainland, and shows the ground occupied by the City of Victoria and the various villages, the roads running in various directions, the Tytam and Pokfulum reservoirs, the houses on the heights, the docks, and the harbour and shipping. A key is being prepared which will give the names of the various places. On the walls near the model is an admirable collection of photographs of town and country scenes in the island contributed by Mr. Griffith and Mr. Afong. Here also is the copy made by Mr. Coughtrie of the sketch in oils by the well known George Chinnery of Hongkong as it appeared forty years ago. The original is in Mr. Coughtrie's possession, but owing to bad varnish and other causes is in a very imperfect state of preservation. Mr. Coughtrie has therefore made an exact reproduction, with the view of showing at the Colonial Exhibition the germ from which our present beautiful city has sprung. It was shown at the September exhibition of the Sketching Club, and we may here reproduce the description we then gave of it:—"The drawing has been taken from the harbour opposite to the site of the present Murray Pier, which then seems to have been a bamboo structure and the only landing place visible. A junk and a couple of sampans are alongside, one of the latter having apparently just landed a passenger whose luggage is being scrambled for by a crowd of coolies just as in the present day, and to further maintain the resemblance there is of course no policeman to enforce order. Or perhaps it is the mail bags that have been landed, as the Post-office in those days was housed in one of the unpretending structures indicated a little above on the hill. What is now the Albany, but was then a range of barracks, may be discerned higher up the hill. The old bungalow 'Glenealy' was the first Government House and is easily distinguished by its position and the flag hoisted on its outer walls. Below this are the Harbour Master's office and the house of Mr. Johnstone, who was Administrator of the island on its first occupancy. Then on the level of Queen's Road come the offices of Messrs. Lindsay & Co. (now Messrs. Butterfield and Swire's) and Dent & Co., Marine House, the present Hongkong Hotel. Praya there was none, the waters of the harbour washing up in an irregular way to the sea fronts of the buildings on the north side of the inchoate Queen's-road. These are at the present day unrecognisable, the generation who could indicate them having passed away. There is, however, peeping over the corner of Marine House, a flat roofed building, the residence of Mr. Brain, of the firm of Dent & Co., which calls to mind the fact of its having been situated in the midst of a garden extending from Wyndham-street to Wellington-street—now one of the most densely populated portions of the City. The Roman Catholic chapel is clearly shown, and in their right positions the offices of Messrs. Turner & Co. and the old Oriental Bank. Other buildings stretch away into the distance, one of which is Messrs. Gibb, Livingston & Co.'s, that with the pointed roof highest in the farthest group. Of European shipping in harbour there is not a sign, nor is there evidence of a single tree or shrub on the hill side, all being then boulder and general barrenness. Dr. Legge relates that it was Dr. William Morrison, the Colonial Surgeon, who first advised the planting of trees, bamboos as being of quick growth, behind the Murray Barracks with a view to an improvement in the health of the troops, which was done with marked effect. Apart from its associations, the picture is a pleasing and artistic one which cannot but be viewed with interest by all." The present appearance of the colony as compared with what it was forty years ago is admirably shown by a large photograph by Mr. Griffith showing the town from the eastern end of Dent's block to the extreme west. Some of the photographs contributed by Mr. Afong have been taken specially for the exhibition, and in connection with one or two of them he had the valuable assistance of Mr. Coughtrie in selecting the different points of view. These were taken by the instantaneous dry plate process, and are amongst the best photographs we have ever seen, men in motion coming out quite clearly. A view of junks in the harbour, taken from the Praya in front of the Cricket Ground, and another view of a piece of road near Whitfeild police station shaded by trees, are especially pretty. An interior showing the hall of the Tung Wah Hospital also makes a very handsome picture.

In the opposite corner of the room at the same end is the model of the Hongkong and Whampoa Dock Company's extensive establishment at Kowloon, made on a scale of one-tenth of an inch to a foot. The Admiralty Dock is shown as it will be when complete, and the *Agamemnon* is lying in it, occupying about one half its length. In the other two docks are a steamer and a sailing vessel respectively, and a steamer is hauled up on each of the two patent slips. A fine river steamer just ready for launching is on the stocks, and there are several steam launches and other small craft in various stages of building or under repair. The shear legs and the various workshops, sheds, and dwelling houses are properly represented, and the models exact in every respect. It would be impossible to speak too highly of the neatness of the workmanship displayed in its execution, and those of the Dock staff who have been engaged on it, are to be complimented on their handiwork.

Hanging on the wall near the model of the docks is a diagram compiled from the Harbour Master's annual returns showing the shipping of the port from the year 1856 to the present time, and the share taken in it by the various nationalities.

In the centre at the same end of the hall are models of a nine storied pagoda and a monastery, presented by the Contractors' Guild on which considerable labour has been expended. Elsewhere is the banner of the guild, which is a very handsome piece of embroidery.

Close by the models of the monastery and pagoda is an old curio, standing about 3ft. in height, to which the following description is attached:—"This curiosity comes from the district of Sun Ning, in the Kwong Chow prefecture, in the province of Kwangtung. A countryman while digging a piece of ground discovered it and, puzzled by its appearance, took it home. Some say it is an old piece of Garroo wood, others 'Mak Yin'—incense wood. Each of them give a different description of its qualities. It is not known how many hundreds or thousands of years it has existed, and it is hard to determine how it came into existence. Every day it at times gives out some old odour and slightly fragrant smell. Naturally the surface presents a pleasing appearance. Its curious shape and unusual appearance, look like a thousand caves and watercourses variegated with all kinds of birds and beasts living in it. Indeed it is a beautiful sight. Yee Look, a Chinese merchant, Hongkong."

Proceeding down the gangway we have on the west side a most interesting collection showing the uses of the bamboo, most of the articles having been collected by Mr. A. B. Westland, the Acting Superintendent of the Botanical and Afforestation Department, who took over the work from the committee who originally had it in hand. There are seats, tables, boxes, baskets, an easel, graters, and numerous other articles of household use made entirely of bamboo, and specimens of the twenty-three varieties of the plant which are at present growing in Hongkong.

Attached to the bamboo exhibition are two exhibits designed by Mr. C. Palmer and executed by the Koo Shing hong, showing the use of bamboo in building. One of these is the scaffolding round a tall chimney, and the other a bamboo bridge, both made to the scale of 1½ inch to the foot, the height of the chimney being 65ft. Bamboo has not hitherto been used by builders in Europe for scaffolding, the objection to it being the difficulty of fastening it. Any one who has seen Chinese builders at work must have noticed the rapidity and ease with which they run up their scaffolding, deftly and firmly tying the different pieces together with strips of the outside of the plant. In Mr. Palmer's exhibits the bamboo is tied as it is in actual practice. Both the bridge and scaffolding will excite professional interest amongst architects and builders at home and cannot fail also to attract the attention of the casual visitor.

By the side of the bamboo scaffolding is the exhibit of the Stonemason's Guild, which consists of three remarkably fine pieces of granite carving specially executed for the exhibition. One piece is an allegorical group consisting of figures representing, we believe, the sun, moon, longevity, office, and posterity. The other two pieces flank this and are lions such as those usually found at temple entrances with the rolling ball in their mouths, the whole being of course in miniature.

In this part of the hall is a large quantity of crockery and porcelain of all descriptions arranged on a high stand which has a striking effect, also a collection of bamboo ware shown by Tai Loong, and a model of a jinricksha with life size models of three coolies, one drawing and two pushing. Against the wall is a very fine collection of josses lent by Mr. H. L. Dennys, which are arranged on a piece of handsome Foochow embroidery presented by Mrs. Barff. Mr Dennys also lends a 1,000 taels bank note of the Ming dynasty, two cases of coins struck at the Hongkong Mint (including a Shanghai tael), and one case of different kinds of dollars, including some counterfeit ones.

On the opposite side of the gangway, commencing at the south end, there is a large tier of the peculiar Chinese cooking pans. The exhibit next to this is one of the most interesting in the show—a Chinese doctor's shop, the house and its arrangements being an exact reproduction of the better class of Chinese houses in Hongkong. It is exhibited by Dr. Ho Kai, and was made by Achee and Co., furniture dealers. Behind the counter are figures representing the shop assistants and in front several customers, male and female, while on the floor a dog is lying. The usual sign boards are hanging on the wall and everything one would expect to find in a druggist's shop is represented, down even to the paper for tying up parcels. So far has the realistic effect been carried that the drawers and cannisters are filled with real drugs. Behind the shop is the consultation room, where a patient is having an interview with the doctor. The figures are all extremely life like, and the whole of the work is neatly done. The rooms in the upper storey are carried out with the same fidelity to fact, all the domestic arrangements being shown in detail.

A large exhibit of matting is shown by Tuck Lee, and is artistically arranged in a handsome stand, which we believe is a copy of some Peking structure; it consists of a roof supported by pillars. The matting is of various qualities and designs, and is shown in rolls.

Mr. V. H. Deacon contributes a large collection of Hongkong butterflies and moths, filling twelve cases, tastefully arranged and mounted. They are at present unnamed, but will be identified and labelled in England.

The collection of Chinese pigments and paint brushes and specimens of Chinese painting has been arranged by Mr. Coughtrie. The pigments are in bottles arranged on a small stand, and the brushes are set out on a shelf in front. Some of the brushes are made of human hair, others of rats' whiskers, and the remainder of goat's hair. Mr. Coughtrie has obtained a number of paintings on rice paper which in merit far excel anything ordinarily to be found in the shops in Hongkong. There are also specimens showing the skill of the Chinese in making copies from photographs, both on canvas and ivory. There are portraits in ivory of all the unofficial Members of Council, but the only one we saw was that of the Hon. T. Jackson, the others having been mislaid. Mr. Jackson's portrait is a perfect likeness in every respect, and is finely finished. The painter is Seng Yuen.

Against the wall at the end of the hall is a stand on which are arranged the weights and measures in use amongst the Chinese, including the abacus or counting board. On the same stand are a few specimens of brass and pewter ware, including an old fashioned Chinese hand pump. The general collection of brass and pewter ware has already been sent home. Next to this is a model of a Chinese mat theatre exhibited by Sui Hop, and at the opposite end of the room is a similar model of a show place something after the style of those erected in front of the Man Mo Temple on the occasion of the important Chinese festivals. This is shown by Koo Shing. The matting of which these models are constructed does not seem very well adapted for miniature work on such a small scale.

Arranged in five pannels on the east wall is the collection of Chinese implements of industry made by Mr. Price, namely, two pannels containing masons' and quarrymen's tools, supplied by the Tai Yun shop; two pannels of blacksmiths' tools supplied by He Chung; and one pannel of carpenters' tools supplied by Atan. The collection also includes a forge bellows, anvil, and heater, and a rice pounding machine; the latter is in St. Andrew's Hall. Mr. Price also exhibits fifteen polished blocks of granite showing the various varieties of the stone found in Hongkong.

Near the entrance to St. George's Hall, on each side of the gangway, is a stand on which are shown models of Chinese war junks and the *hautau* and other descriptions of house boats used for travelling on the Canton river; and in St. Andrew's Hall is a very large and complete collection of the various kinds of fishing junks, the whole being exhibited by the Hongkong and Whampoa Dock Company. Most of the fishing junks are represented as under sail and fishing in couples, dragging the net between them. All the different descriptions of net used are shown, and there are specimens of twine, gut, hooks, and other fishing paraphernalia. Even the fish themselves are not absent. The collection is an extremely interesting one, and conveys complete information as to the manner in which the fishing industry of the colony is carried on. There are altogether over thirty models of boats shown, all of them containing figures representing the crew, &c. The only criticism of an adverse nature which suggests itself is that the figures are rather large in proportion to the size of the junks. The collection will be accompanied by a description fully explaining the different processes of fishing illustrated by the models. We must not omit to mention that, in addition to the fishing junks, war junks, and house boats already mentioned, there is a model of the celebrated Canton flower boats.

In St. Andrew's Hall there is also a collection of the different kinds of sedan and mountain chairs in use in the Colony.

It has been found impracticable to show several of the exhibits mentioned by Mr. Wodehouse, the Hon. Secretary, in the notice he issued last week. Amongst these are the vermilion factory, which, we are informed, will be on about the same scale as the model of the dock; silver ware, coopers' work, and needle work from the Convents.

The exhibition will remain open to-day and probably for one or two days longer.

SUPREME COURT.

30th December.

IN VICE-ADMIRALTY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE, AND COMMANDER DAVIS (H. M. SLOOP *Daring*) AND LIEUT.-COMMANDER FARQUHAR (*Vigilant*), NAUTICAL ASSESSORS.

MACGREGOR GOW AND CO. *v.* THE "CAMORTA," $1,005,000; THE NETHERLANDS INDIA STEAM NAVIGATION COMPANY *v.* THE "GLENFRUIN," $70,000.

The Attorney-General (Hon. E. L. O'Malley) and Mr. Leach, instructed by Messrs. Wotton and Deacon, appeared for the owners of the *Glenfruin*; Mr. Francis and Mr. Baily, instructed by Messrs. Sharp, Johnson, and Stokes, for the owners of the *Camorta*.

Mr. Francis now summed up the case for the *Camorta*. He said the case was probably the most important one they had had in the Admiralty Courts of Hongkong. The hearing had already occupied eleven days, and he was afraid he should have to take up a good deal of his Lordship's time that day in addressing the court on behalf of the *Camorta*. The case for the *Glenfruin* was that she was rightfully and properly coming down the fairway of the harbour, on her proper side—the starboard side,—at a reasonable speed and with all proper precautions as to look-out and everything necessary. That the collision was caused by the *Camorta* coming out into the fairway, where she had no right to be, and when she ought to have gone to the eastward. That she entered the fairway at too abrupt an angle, at too great a rate of speed, and passing too close to a much larger steamer. This was the case for the *Glenfruin* against the *Camorta*, and the answer to that case, as he had stated, and as he believed had been proved by the evidence, was that there was no other channel for her to have followed to the eastward and westward than that by which she passed out. The northern channel, to which reference had been made, was then closed up by junks. The open passage-way referred to was a regular opening by which she could pass out between the junks into the fairway, near the P. and O. wharf, out between the *Galveston* and the *Khiva*. She took every precaution going through that channel, and went through it into the fairway, at the least possible rate of speed consistent with her having steerage way. They would state further that the junks lying as they did that morning, and the *Camorta* passing through them it was impossible for her to have seen the *Glenfruin* before she did. They would say further that they were justified in coming out as close to the *Khiva* as they did, and that she would have been entirely in the wrong had she gone close over to the *Galveston*. In coming out in this manner her duty was to look out, not for vessels on her starboard hand, but to look at vessels coming from the direction of the sea, and their duty was to pass along the south side of the fairway coming up the harbour, and get in the way of no vessels coming along the fairway from the seawards. Coming as the *Camorta* did, and with the intention her captain had, she would easily, had the *Glenfruin* not been there, have rounded into the fairway and gone on her course without having passed beyond the southern side of the channel; she could easily have passed close round by the bows of the *Khiva*—within 150 feet. As his Lordship had remarked at the close of the hearing on Monday, there were very few cases which seemed to have a bearing upon this case. His Lordship had alluded to one case at Gibraltar, and on that case he (Mr. Francis) intended to rely. He thought he should be able to show some difference between that case and this.

His Lordship—I did not mention it as a case of authority because I do not remember all the facts of it, and there may have been something I do not remember which induced me to decide as I did.

Mr. Francis took it that in a fairway in a harbour, where a vessel was moving among other vessels, the rule of the road applicable at sea—that the vessel which had another on her starboard hand had to get out of the way of the other—did not apply.

His Lordship—At all events it must be modified to suit the circumstances.

Mr. Francis went on to say that the case was essentially one of the fairway, and the most important rule to be taken into consideration was that which regulated the motions of the steamers along that fairway. His Lordship would take into consideration the difficulties attending navigation in a harbour where it was impossible to tell what course a vessel was going to take or her speed, or whether she would stop or go astern—at sea of course it was otherwise. He would submit that applying these principles to the present case the rule of the road applicable at sea as to a vessel having another on her starboard hand, did not apply to it. The circumstances to be taken into consideration where vessels, as in this case, were moving about in a crowded harbour, were not those of two vessels approaching each other so as to involve risk of collision in the open sea. He would therefore submit to his Lordship that the *Camorta*, in entering the fairway as she did for the purpose of going along it to the eastward, was entitled to suppose and believe that the southern half of the fairway would be clear of vessels coming towards her from the eastward—outward bound vessels. The fairway was wide enough, and was clearly marked, and his learned friend (the Attorney-General) had made it part of his case, in his petition, that the *Glenfruin* was on the starboard hand of that fairway, as he ought to have been, and charged them with having improperly passed across the fairway to the north side, instead of keeping on their own side. Mr. Francis submitted that in dealing with a narrow channel like this, the rule of road applied so far that the *Camorta* was entitled to presume that the southern half of the fairway was clear to her of any vessels coming from the eastward, and precautions could only be required from her to keep clear of vessels coming along that channel from the west. Had she got in the way of a vessel coming in that direction on the south side of the fairway, she would have been to blame. It seemed to him that in the Gibraltar case the vessel coming in was in possession of the eastern half of the channel.

His Lordship—My idea is, the fairway being clear, the proper course for a vessel to follow is to keep as near the centre as possible in order to prevent interference with other vessels, small boats, and steam launches coming out into the fairway from either side.

Mr. Francis said that at the same time the rule laid down was that a vessel should keep to that side of the fairway or mid-channel which lay on her starboard side. He submitted that by this rule the *Glenfruin* was bound to keep to the northward of the centre line of the fairway. She ought at least to have been so much in the centre of the channel that the least movement of the helm would carry her over to the north of the centre line, and leave the southern half of the fairway clear. There was no occasion for a vessel coming into the fairway as the *Camorta* did to stop and wait until the *Glenfruin* had gone past. She was entitled to expect that the *Glenfruin* would port a little, get to the northward, and leave the southern half of the fairway clear for her. It seemed to him that the case at Gibraltar was the same as if the *Camorta* had come out into the fairway in the way of a vessel coming along from the sea, and had that happened here the *Camorta* would have been to blame. The distinction was that the *Glenfruin* ought to have been on the other side of the channel. It seemed to him that the most important issue in the case was the part of the channel in which the collision occurred—whether the *Glenfruin* was on the north or south side of the channel. Almost all other issues seemed to him to be subordinate to this, and as this was decided he thought the others would follow. The subsidiary questions of speed, the angle, &c., seemed to him to turn upon the solution of that question—whether at the time of the collision the *Glenfruin* was nearer to the *Khiva* or to the *Iolani*. The case for the *Camorta* was that the *Glenfruin* was going along the fairway within 70 or 80 feet of the south side, and he (Mr. Francis) thought the whole of the evidence, when collated and compared, showed that the *Glenfruin* came from her buoy down the south side. All the witnesses for the *Camorta* stated that the two vessels in collision and the *Khiva* were all close together at the time of the collision and that the *Khiva* appeared to be at one time in danger of collision with the *Camorta*. Mr. Francis called his Lordship's attention to the fact that nearly all the witnesses spoke of the position of the collision with reference to the *Khiva*. The collision seemed to centre round the *Khiva*, and not round the *Iolani*. It would be a very strange thing if it occurred within 70 feet of the stern of the *Iolani*, as had been stated on behalf of the *Glenfruin*, that the second officer of the *Khiva* should be the only person who spoke of it in reference to the *Iolani*. If there was one thing certain in this case it was the angle at which the *Camorta* struck the *Glenfruin*—as the measurement of the stringer plate which had been produced in court on behalf of the *Glenfruin* gave an angle of 48 degrees. Taking to course the *Camorta* was steering, it was certain her head must have been nearly due east, and she must have come round from the course she was originally following more than three or four points. If what the witnesses for the other side stated was true, the *Camorta* must have run straight into the *Glenfruin* without turning to one side or the other, they said so in fact, that she turned only about a point. Mr. Francis submitted that it was not possible the *Camorta*, steering as there was no doubt she was, almost in the same direction the *Khiva* was heading, could have come into collision with the *Glenfruin* in the position stated on the other side, about 60 or 70 feet from the stern of the *Iolani*. Coming at the speed alleged she must have been more to the east of the *Iolani*. If the *Glenfruin*, as she came down the fairway, had been in any of the positions which Captain Norman had marked upon the chart, he must have seen the *Camorta* clear of the *Khiva* when he was about opposite the Canton wharf. Mr. Francis went on to review the evidence he had called on behalf of the *Camorta*, first of all giving considerable prominence to the evidence of his witnesses from the *Galveston* in conjunction with those who had been called from the same vessel on behalf of the *Glenfruin*. He argued that the evidence of the latter also supported his case. The witnesses from the *Ingraba*, also, whose evidence all went to support his case, were in such a position as to have a complete view of the fairway, and whatever points they might be mistaken in, it was certain they could make no mistake as to which side of the *Glenfruin* they saw, and which side of the fairway she was on. He argued that their evidence was borne out by that of the *Glenfruin's* pilot, who said he looked at the ship's compass at the time of starting, and gave her bearing. Mr. Francis next passed to the witnesses from the *Iolani*, including the mate, Mr. Hardy, who had been called for the *Glenfruin*. He contended that the position Mr. Hardy gave on the map for the collision was quite inconsistent with his own evidence, and with the evidence of Captain Grandin of the *Harter*, and other witnesses on his own side. He also dealt at some length with the evidence of Mr. Wohlters, Mr. Harley, and Mr. Peterson, Mr. Donison, Mr. Baily, Messrs. Jardine, Matheson & Co.'s wharfinger, and of witnesses from the steamer *Amigo* and *Fero*. Mr. Francis went on to criticise and comment on the evidence for the *Glenfruin*. He submitted that the times and distances given by Captain Norman did not agree with the speed of his vessel, and that she must have been going at a greater rate than that he stated. It was impossible, considering the course the *Camorta* had come, that she could have gone at a greater speed than two to three knots, as stated. As to the lookout, he submitted it was impossible that either vessel could have seen the other before they did so on account of the obstructions to view, but if it was held that the *Camorta* ought to have seen the *Glenfruin* before, the same thing would apply to the *Glenfruin*, which would be equally to blame. As a matter of fact the *Glenfruin* was seen a little sooner by the *Camorta* than she was seen by the former. Even if it were held that the *Camorta* was to blame in not having seen the *Glenfruin* before that could not be considered the cause of the collision, as if the *Glenfruin* had been on the proper side of the fairway no collision would have occurred. Mr. Francis said he could find nothing in the evidence of the second mate of the *Khiva* which he could offer as rendering that evidence improbable, but he would submit that it was so by comparison with the other evidence. In conclusion he submitted that the mass of evidence pointed in one direction—that the collision took place comparatively close to the *Khiva*, on the south side of the channel, on which side the *Glenfruin* had come the whole way. On that theory all the evidence he had called was consistent with itself, whilst, he submitted, the greater part of the evidence of the *Glenfruin* was to a considerable extent inconsistent with itself. The *Glenfruin* must have been coming down the fairway at too great a rate of speed.

His Lordship—Do you contend that a vessel going along the fairway at a speed of six or seven knots is going at an improper speed?

Mr. Francis—Yes, my Lord, I do. That is more than is wanted for steerage way, and there is the risk of steam launches and other craft coming out into the fairway. He had no business to go down that fairway at a greater rate of speed than was necessary to give him steerage way.

His Lordship—In the river Thames and the river Tees it is not uncommon for vessels to go at half speed or more, perhaps even sometimes at full speed.

Mr. Francis submitted that this harbour was different to those rivers, with regard to the number of small craft about. There were always launches, &c., crossing the fairway, and there was beside the fact that other vessels were liable to be also coming out into the fairway on either side to proceed to sea.

His Lordship—I do not think I ever came down the fairway at less than half speed, I think it was mostly full speed. That, however, is a point upon which the Nautical Assessors will advise me. I should say I have certainly not come along the fairway at less than half speed.

Mr. Francis—When a vessel comes into the harbour she always slows down to half speed at Green Island, and down to slow when passing among the shipping. She could not get into her anchorage unless she did. She must go dead slow.

His Lordship—Yes, when she is approaching her anchorage.

Mr. Francis proceeded to argue that the *Glenfruin* must have been going too fast according to the evidence of her own witnesses, as from that it would appear that she could not bring herself to a stop in a space of 1,100 feet.

The court then adjourned for tiffin.

The Attorney-General proceeded to reply upon the defence after tiffin. He said that in his address he should have to call his Lordship's attention to a number of matters, and ask him to draw conclusions contrary to those his learned friend appeared to have arrived at. There were, however, some matters in which he could agree to the propositions laid down by Mr. Francis. He entirely agreed that the position of the vessels at the time of the collision was a very important question in the determination of the broad issue raised between the parties in this case; but he could not agree that all other questions turned upon it. He took it that the issue of where the ships were at the time of the collision was to be determined not only by the evidence bearing directly upon that point, but to a great extent by evidence bearing upon other questions, as treated by themselves, as for instance, if the course of the *Glenfruin* was clearly proved to have been along the north side of the fairway, the collision must have occurred on that side, as there was no suggestion that the *Camorta* came out of her way across the fairway, to get into collision with the *Glenfruin*. The right way to deal with these questions was separately, and not to treat them as if the whole thing turned upon the question of the position of the ships at the time of the collision. The Attorney-General also agreed with Mr. Francis that a most important fact in the case was the angle at which the two vessels struck, as shown by the breach in the stringer plate. Whether the *Glenfruin* was on the north or south side of the channel in coming from her moorings must depend to a great extent upon how long before the collision occurred did they see the *Camorta*. If the *Glenfruin* had been on the south side of the channel they could only have seen the nose of the *Camorta* coming round the bows of the *Khiva*; whereas if they saw the *Camorta* coming out from behind the *Khiva* 1,100 feet off they must have been on the north side of the fairway, more or less. Mr. Francis had made a good deal of the point that most of the witnesses, in speaking of the collision, described the position of the vessels with reference to the *Khiva* rather than to any other ship. He would submit, however, that this did not imply the inference which Mr. Francis seemed to draw from it, that consequently the vessels in collision must have been nearer to the *Khiva* than to the *Iolani*, or any of the vessels on the north side of the fairway. This case was really commenced by the *de bene esse* examination of two witnesses called on behalf of the *Camorta*, and they fixed the spot of the collision by the *Khiva*. The witnesses who had been since called all gave their evidence in reply to questions, a great proportion of which were asked with reference to what had transpired at the *de bene esse* examination. There was also this reason for it, that to the various persons who witnessed the collision from all points of the compass, the *Khiva* was by far the most convenient and reliable starting point from which to make their calculations. It was, as it were, the centre of a circle. Mr. Francis had said that the course of the *Camorta* at the time of the collision was nearly due east, but bearing in mind the angle at which she struck the *Camorta*, and other facts disclosed by the evidence, that was quite impossible. There was a dispute between his own side and that of the *Camorta* as to the size of this angle, as he put it at 53 degrees, and Mr. Francis at 48. He should insist upon the former figures, as there was the plate for them to see, and they had the evidence of Mr. Cook and even of Captain Burnie, a witness for the *Camorta*, in support of it. Mr. Francis had stated that the witnesses he had called from the *Ingraban* were in such a position as to be able to see both sides of the channel. The Attorney-General pointed out the position of the vessel on the plan of the scene, and contended that she was north of the *Iolani*, which would consequently obstruct her view down the channel, and anyone looking from her down towards the Canton wharf must have been looking across the channel obliquely. He could not agree with Mr. Francis that these witnesses could not have been mistaken as to the side of the fairway they saw the *Glenfruin* on; they were just as likely to be mistaken upon that point as they were upon the others. The Attorney-General pointed out that the whole of the evidence he had produced on behalf of the *Glenfruin* was the evidence of sea faring men, who were likely to have a very good idea of what they were talking about in this matter. He contrasted his witnesses with those for the *Camorta*, who, he said, were a most miscellaneous collection of trades and professions he ever saw collected together by a collision case before. They had his friend Mr. Baily, a land surveyor, two ship chandlers, a boarding house keeper, &c. The evidence of Mr. Wohlters appeared to stand by itself, and the Attorney-General thought that though doubtless the witness was stating what he thought to be true, his evidence was not such as it would be safe to rely upon. As to the other point Mr. Francis seemed to have made a good deal of, that the vessels in collision and the *Khiva* appeared to be all in close proximity, according to the evidence of his witnesses, that was a matter which depended upon the position from which persons would be looking at the collision. On behalf of the *Camorta* it was urged that Captain Norman was very rash in going at the speed he did, and on the course he followed. As to that if there was anything at all clear in this matter it was that on the morning in question Captain Norman had his head well set on his shoulders, for after the collision it was beyond all doubt he had done everything that a man could have done, and had adopted the very best course possible for saving his ship. In the *Glenfruin* they had a well arranged ship, with officers for every requirement placed so as to be of the greatest possible use, and not one word had been urged against them as to incompetency or negligence. The chief officer was on the bows of the ship, simply to look out, and the special rules of the company for navigating harbours were complied with. They had also a pilot with 30 years' experience of his work in this harbour, and was it likely or reasonable to suppose that instead of taking them along the north side of the fairway, their usual and proper course, he should, with no impediment or anything to prevent his doing so, take them instead along the south side of the fairway? It was not probable, and what was the evidence to show that they had done so? The Attorney-General then proceeded to criticise the evidence given on behalf of the *Camorta* upon this point, pointing out a number of discrepancies in the statements as to what course the *Glenfruin* took along the fairway. Some of the evidence from seamen and others on board steamers in the neighbourhood of the scene of the collision he characterised as reckless and extravagant, and altogether incredible. Some even placed the *Glenfruin* outside the fairway, to the south of it, and he contrasted their evidence with that of those whom he described as the more moderate and fairer witnesses. Against such evidence they had that of Captain Norman, his officers, carpenter, and pilot, not one of whom was in the least shaken in cross-examination. The Attorney-General further contended that instead of the distances and time given being incompatible with the rate of speed stated of the *Glenfruin*, they bore it out and corroborated it entirely, and moreover it was corroborated by all the witnesses he had called. His case was that the captain of the *Camorta* lost his head, and when he saw the *Glenfruin* he merely stopped his engines, and forgot to put them astern, or to put his helm hard a-port until too late to be of service. The evidence from the *Camorta* was to the effect that with their engines going dead slow, and going at a speed of from two to three knots, they reversed

to full speed astern on seei[illegible] *Glenfruin*, and ported their helm; yet in s[illegible]f that they continued to run on for a di[illegible]s of from 400 to 500 feet, and their head w[illegible] round about four points, which was quite imp[illegible]ble, he submitted. The Attorney-General also thought the log of the *Camorta* could be considered as very reliable evidence. The Attorney-General called attention to the evidence of Messrs. Jardine, Matheson & Co.'s wharfinger, Newcomb, which, he contended, did not support that of Captain Oreille as to the spot where the collision occurred, but rather went to support the position alleged on behalf of the *Glenfruin*. The evidence of Messrs. Denison and Baily also corroborated, in some respects, their allegation as to where the collision occurred. The whole tendency of the case was to show that the *Glenfruin's* course was along the north side of the fairway, and that the collision occurred on that side. It was, no doubt, a matter of choice on Captain Oreille's part whether he took his ship along the south fairway, or came out into this main channel, but having chosen to adopt the latter course it was incumbent upon him to take every possible precaution to avoid any accident of this kind. The Attorney-General contended that he did not take the precautions he ought to have done. He passed too close to the *Khiva*, and did not adopt any special precautions in entering a channel where he knew large vessels were frequently coming up and down. They ought to have kept their ears open as well as their eyes, and to have heard the *Glenfruin* whistling as she came down the fairway. It appeared that they did hear her whistling, but what did they do in consequence? Nothing. They might have sent a man up into the rigging to look over the *Khiva*, but they did nothing, simply keeping on this dangerous course, which involved certain collision with any vessel approaching from the eastward unless it was well on the starboard hand of the channel. The *Glenfruin* was in a clear channel, and the *Camorta* was bound to keep out of her way, and not to interfere with her at all. The former was on her starboard hand, and it was doubly the *Camorta's* duty in that position to be guided by the rule and to adopt every possible precaution. He should contend that the *Glenfruin* was on her proper side of the fairway, but even supposing it was held she was not, he would still submit that she could not be held responsible for the collision under these circumstances. She was in possession of the fairway, and the rule as to keeping the starboard side, he submitted, applied only to vessels approaching each other from opposite directions along the fairway. It was for the *Camorta* to keep out of the *Glenfruin's* way, and if she failed to do so it was her own fault.

His Lordship—We shall take an early opportunity of going through the evidence, looking over the charts, and also visiting the *locus in quo*.

POLICE COURT.

30th December.

BEFORE MR. A. G. WISE.

PUGNACIOUS CHINESE.

Lai Ahung, shopkeeper, and Lau Ayung, broker, were charged with fighting and creating a disturbance in Queen's road on the 30th instant. They admitted the charge and were fined half a dollar each, or two days' hard labour.

DISORDERLY CONDUCT IN A THEATRE.

Un Ayan, coolie, was brought up on a charge of conducting himself in a disorderly manner at the Loshing Theatre on the 29th instant, throwing mats about. He denied the charge but P.C. McDongall, who was on duty there, testified to defendant's doing so.—Fined $1, or four days' hard labour.

ANTI-AFFORESTATION.

U Lai Sang, a gardener, was charged with the unlawful possession of a quantity of newly cut wood at Aberdeen, on the 29th instant.

Peter Jones, P.S. 19, said that he passed defendant's hut and heard sounds of chipping wood. He went in and found a quantity of newly cut wood there.

Defendant said that a man gave him a few pieces of wood.

Fined $3, or seven days' hard labour.

ASSAULT.

An Ahng, coolie, was charged with assaulting Un Asu, ticket collector at the Po Lok Theatre, and being in possession of a deadly weapon. He endeavoured to go into the Theatre, whilst a performance was proceeding, without a ticket. The complainant would not allow him, and put him out. He went away and returned in half an hour and said that he must go up. Complainant again refused to let him in, when he put his hand under his jacket. Complainant at once seized his hand, but defendant broke away. A constable stopped him and defendant dropped a dagger produced.)

Defendant admitted wanting to go in but denied the possession of the dagger.

Rum Sing, P.C. 536, said that he saw defendant drop the dagger.

Fined $1, or four days, for disorderly conduct, and ordered to find two sureties of $20 each for his good behaviour for three months, in default to be committed for a month.

LARCENY.

Chan Achan, farmer, was convicted of the theft of a brass ladle, the property of a boatman named Cheng Van Kiu, and was given seven days' hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE TAM CHOW MINES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In your issue of the 8th inst. you publish from the pen of Mr. T. I. B. a very exhaustive description respecting the geology of the districts in which mining has been, and will shortly be commenced.

I do not wish to enter into any controversy with Mr. T. I. B. as to geological formations of the districts in question, but I think he should (as every gentleman should do) confine his remarks to geology and not try to depreciate (Chinese) property, in which he can have no interest whatever, and unquestionably no authority to do so.

Mr. T. I. B.'s remarks respecting Tam Chow are as follows:—"The mine at Tam Chow is, I believe, an extremely poor one; the mineral worked is good enough the main fault being that it occurs veined through the country rock in such small threads that there is not enough to pay for working."

For the benefit of Mr. T. I. B., who seems to be so peculiarly interested, I would beg to inform him that the prospects at Tam Chow mine are of a very promising character. One shaft has been sunk 313 feet and a tunnel commenced to intersect a well defined lode to be seen at surface for over a mile in length varying from 4 to 8 feet in width. Small threads of ore have been met with in our dead work giving good results, but no time has been wasted on them. The object has been to reach the main lode (or large threads) as quickly as possible.

The ultimate success of these mines remains to be proved, but the fact of these small threads or feeders giving such good results speaks well for the large lode when met with.

W. H. PHILLIPS.

Tam Chow Mine, 20th December, 1885.

OLLA PODRIDA.

The Marquis of Lorne has invented a new bicycle and from the fact that he has been observed flitting about the Patent Office a good deal lately, it is believed that he has patented his two-wheeled notion.

The ladies of the *ballet* at the French Grand Opera have struck against wearing any but French made shoes. The manager, it is said, has expostulated in vain,—the fair *coryphées* having put down their foot—without one of the obnoxious shoes on it, I suppose.

King Leopold of Belgium has, after correspondence with Mr. H. M. Stanley, just finally approved of the design for the postage stamp which is to be used by the Congo Free State. The State has, by the way, been admitted into the confraternity of States forming the postal union.

Bachelors are fair game for the Chancellor of the Exchequer, and Mr. Burleigh, the eminent ex-war correspondent, and the Liberal candidate for Govan, is said to be patriotically coming to the aid of the next Chancellor by promising to move for a tax upon them. He is on old lines, for the Dutch used to tax bachelors, and William III. included them in his system of poll taxes for ten years, and mulcted them according to their wealth and position in the social scale. It is said that Mr. Pitt revived the tax, though not as a poll tax, just a hundred years ago; and that a bachelor who had male servants in his establishment was charged at a higher rate—and again, on an ascending scale, according to the number of his servants—half the Benedicts.

When Judge Kelley, the "Father of the House," was last re-elected, "Sunset" Cox said to him, "Well, Judge, you will probably be kept in Congress all your life." "I told my people," answered Kelley, "I was a candidate for life—barring lunacy or paralysis." "You make your exception too broad," replied Cox, "lunacy does not disqualify a man for a seat in Congress."

M. Penali, a distinguished French painter, has gone off to Egypt in a huff because the lady he was about to marry insisted upon wearing a bustle with her wedding dress. To the painter's critical eye there was nothing artistic in this artificial adjunct to female loveliness, and he insisted upon its sacrifice to his ideas of art. Properly speaking, it was none of his business, and the high-spirited girl told him so. In the shadow of the Pyramids M. Benali will have time to repent of his folly. He has made a bustle about nothing.

Miss Adelaide Neilson was, in her day, probably the most photographed woman of the time. It is interesting to learn from an obviously well-informed source, that when she died she had in her possession a series of albums containing a copy of every photograph of her which had been published, and that the total of these cartes, "cabinets," panels, &c., was exactly 609. Large as this total seems, there are at least three ladies now living who can beat it. In the case of one of these the phenomenal total attained is within a very measurable distance of 1,400.

An army officer dropped into a West-end photograph gallery to have his likeness taken. The artist brought some books to place on the table beside which the officer was to sit during the process. "Here, take those confounded things away!" said the soldier; "books have too much of the civilian look about them." "But, my dear sir," remonstrated the artist; "it will hardly look well to have the table bare." "It won't, eh?" said the officer; "then put a pack of cards, a magnum of Jules Mumm's, and some glasses on the table. And, remember, there must be only a very little liquor left in the bottle."

Madame Minnie Hauck appears to have won a special success in New York, not only by her impersonation of "Carmen," but also by absolutely refusing bouquets. In New York the bouquet nuisance is, it appears, even greater than it is here. In London the number and size of bouquets usually depends very much upon the length of the artist's purse. Everybody knows where the bouquets come from, and when the opera attendants march down the lobby bearing baskets and bunches of flowers nobody is deceived. But in New York bouquet throwing is one of the pastimes of masherdom. Madame Hauck has adopted the practice of taking no notice whatever of these floral offerings, which are left to lie on the stage. This very sensible treatment is applauded by the public, and is warmly commended by the leading American critics.

A St. Petersburg telegram in the *Standard* says:—A new belted cruiser called the *Admiral Nakhimoff* was successfully launched on Monday from the yard of the Baltic works, in the presence of the Emperor and Empress, who afterwards assisted at the consecration of the new last torpedo-boat just laid down at the same work. The *Admiral Nakhimoff* is 333 feet long, 7,781 tonnage with engines of 8,000 horse-power, covered with armour-plate eight to ten inches thick, and armed with eight nine-inch and ten six-inch rifled guns. Considerable activity is being displayed in the Russian naval yards just now. An ironclad of the *Imperieuse* type is to be commenced at once on the slip just vacant. At the French company's works opposite, an ironclad of 7,572 tons, 7,500 horse-power, is also ordered, while at Nicolaieff some torpedo cruisers are to be delivered in 1887 of 595 tons, measuring 215 by 24 feet, with an estimated speed of 20 knots. Besides these, two cruisers and five torpedo boats are to be built in Russia, and two gunboats and eight torpedo boats abroad. Three large ironclads are also approaching completion in the Black Sea.

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BOMBAY VIA STRAITS	Zambesi (str.)		Hongkong	P. & O. S. N. Co.	On 6th Jan., at 2.30 P.M.
YOKOHAMA, HIOGO, &c.	Cardiganshire (str.)	W. R. Courtney		Adamson, Bell & Co.	On or about 4th Jan.
SHANGHAI, NAGASAKI, &c.	Teheran (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Yangtse (str.)	Lormier	Hongkong	Messageries Maritimes	To-morrow, at 11 A.M.
SHANGHAI	Bellerophon (str.)	Freeman	Hongkong	Butterfield & Swire	On 4th January.
SWATOW, AMOY, & FOOCHOW	Douglas (str.)	Young	Hongkong	Douglas Lapraik & Co.	On 3rd Jan., Daylight.

INSURANCES.

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Share in the BONUS.

ADAMSON, BELL & Co.,
Agents.
Hongkong, July, 1885. [1277

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.

Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING
31ST DECEMBER, 1884.

Accumulated Funds	£12,127,930
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,036,332.
Income for year 1884	£ 2,846,245.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
[461

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [11

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ¼ % Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ½ % Net per Annum.
On Coals	at 1 % Net per Annum.
On Petroleum in Licensed Godowns	at 1½ % Net per Annum.
On First-class Chinese Tenements	at 2 % Net per Annum.
On Second-class Chinese Tenements	at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [708a

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [636

THE STANDARD LIFE ASSURANCE COMPANY.

ESTABLISHED 1825.

Accumulated Funds 31st Dec., 1884		£ 6,466,527
Annual Revenue	Do.	£ 883,884
Subsisting Assurances	Do.	£20,467,582

The Undersigned having been appointed Agents in Hongkong for the above Company are prepared to receive proposals for LIFE ASSURANCE.

Policies will be issued immediately on Acceptance of Risks by the Board of Directors in Shanghai.

THE BORNEO CO., LIMITED.
Hongkong, 30th June, 1885. [1208

THE PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA.

THE POLICIES of the Company impose no restriction upon Residence or Travel.

LOWER RATES and BETTER RETURNS offered than by any other Life Insurance Company represented in this Colony.

A. HINZ,
Agent for China and Japan.
Hongkong, 8th September, 1885. [1631

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [13

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cont. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [1

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January 1882. [16

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [195

INSURANCES.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN [illegible], Esq.
BAN HUP, Esq. [illegible] PENG, Esq.
CHAN LI CHOY, Esq. Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable [illegible] all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1684

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [1963

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January 1882. [927

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [12

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [10

HING KEE,
STEAM LAUNCH Co.,
Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.
No. 16, TUNG MAN LANE,
HONGKONG.
Hongkong, 17th September, 1885. [1689

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [2333

CHINA OVERLAND TRADE REPORT
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines Straits Settlements, &c., &c.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH, Ger. brig, Focke.—Ed. Schellhass & Co.
AIRLIE, Brit. str., Ellis.—Russell & Co.
ALDEN BESSE, Amr. bk., J. A. O'Brien.—Melchers & Co.
ARUGADA, Brit. bk., Jas. A. C. Green.—Messageries Maritimes.
CAMORTA, Dut. str., Oreille.—Jardine, Matheson & Co.
CENTENNIAL, Amr. bk., T. M. Bearse.—Captain.
CHANNEL QUEEN, Brit. bk., Le Lacheur.—Ed. Schellhass & Co.
CICERO, Brit. str., A. George.—Arnhold, Karberg & Co.
COLOMA, Amr. bk., C. M. Noyes.—Captain.
DICKY, Ger. str., Hochrenter.—Wieler & Co.
ELISE, Ger. bk., C. F. Bruhn.—Wieler & Co.
ELISE, Ger. ship, F. Rowehl.—Arnhold, Karberg & Co.
EMILY F. WHITNEY, Amr. ship, H. B. Rollins.—Gibb, Livingston & Co.
FEI-LUNG, Brit. str., Allison.—Butterfield & Swire.
FELIX, Rus. bk., G. Wahlberg.—Melchers & Co.
GLENFRUIN, Brit. str., Norman.—Jardine, Matheson & Co.
GREAT ADMIRAL, Amr. ship, B. Thompson.—Captain.
HARTER, Brit. str., Grandin.—Chinese.
HELICON, Amr. ship, T. B. Howes.—Russell & Co.
JOHN POTTS, Brit. bk., Cargill.—Master.
LADY HAREWOOD, Brit. bk., Williams.—Chinese.
MARY STEWART, Brit. bk., G. C. Thompson.—Wieler & Co.
MAY, Brit. sch., Geo. Robb.—Adamson, Bell & Co.
MORAY, Brit. str., Duncan.—Adamson, Bell & Co.
NORMANTON, Brit. str., Drake.—Siemssen & Co.
OBERON, Brit. ship, F. E. Farrell.—Russell & Co.
QUARTA, Ger. str., T. T. Kock.—Ed. Schellhass & Co.
SOOLOO, Brit. bk., Barker.—Borneo Co., Limited.
SOUTH AMERICAN, Amr. ship, F. Fowle.—Russell & Co.
SPARTAN, Amr. bk., Henry Cairn.—Captain.
STRATHAIRLY, Brit. str., D. Boughton.—Butterfield & Swire.
THREE BROTHERS, Brit. bk., H. Kahlke.—Chinese.
TITANIA, Austro-Hungarian str., G. Mahoreich.—Austro-Hungarian Lloyd's S. N. Co.
VELOCITY, Brit. bk., R. Martin.—Pustau & Co.
VILLA DE RIVADAVIA, Spanish brig, M. de Carmus.—Brandão.
VORTIGERN, Brit. str., J. Brown.—Arnhold, Karberg & Co.

VESSELS ON THE BERTH.

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"CLAYMORE,"
Captain Gulland, will be despatched for the above Port on SATURDAY, the 2nd January, at FIVE P.M., instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 25th December, 1885. [2291

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOURABAYA, VIA SAIGON AND SINGAPORE.

THE Company's Steamship
"BANTAM,"
Captain Berghuis, will be despatched as above on or about the 3rd January, 1886.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 24th December, 1885. [2289

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE).

THE Company's Steamship
"BELLEROPHON,"
Captain Freeman, will be despatched as above on MONDAY, the 4th January, 1886.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th December, 1885. [2305

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA, HIOGO, AND NAGASAKI.

THE Steamship
"CARDIGANSHIRE,"
W. R. Courtney, Commander, will be despatched for the above Ports on or about the 4th January.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 28th December, 1885. [2304

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship
"ZAMBESI,"
will leave for the above place on WEDNESDAY the 6th January, at 2.30 P.M.

A. McIVER,
Superintendent.
Hongkong, 25th December, 1885. [2290

STEAM TO SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for the above places shortly after the arrival of the *Venetia* with the outward English Mails.

A. McIVER,
Superintendent.
Hongkong, 23rd December, 1885.

FOR HAVRE AND LONDON.

THE 3/3 L II. German Ship
"ELISE,"
Rowehl, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 27th November, 1885. [2110

FOR HAVRE AND HAMBURG.

THE 3/3 L II French Bark
"MARGUERITE,"
Omnès, Master, will load here and at Whampoa for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 24th November, 1885. [2084

FOR LONDON AND HAMBURG.

THE 3/3 L II Norwegian Bark
"OPHIR,"
Samsomsen, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 23rd December, 1885. [2276

FOR LONDON DIRECT.

THE 3/3 L II British Bark
"J. B. NEWCOMB,"
Newcomb, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 26th November, 1885. [2104

FOR VICTORIA, B.C.

THE 3/3 L. II British Bark
"GEORGE,"
Captain W. Grant, will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th December, 1885. [2218

FOR NEW YORK.

THE Fast & Favorite American Clipper Ship
"SOUTH AMERICAN,"
Frank Fowle, Master, will load here for the above Port, and will have quick despatch.

Rate of Freight Shillings Fifteen per Ton of 40 cubic feet.

For Freight, apply to
RUSSELL & Co.
Hongkong, 6th November, 1885. [1979

FOR SAN FRANCISCO.

THE 3/3 L I.I. British Ship
"GRANDEE,"
James Ellis, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.
Hongkong, 30th November, 1885. [2127

NOW ON SALE.

THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANCE,
By DR. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE,—
In Paper Wrapper.......... $1.50
Neatly Bound.......... $2.00
Apply at the *Daily Press* Office.

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "MIRZAPORE," Capt. R. Harvey, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on TUESDAY, the 5th January, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay *without transhipment*, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared, prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for Marseilles.

A. McIVER,
Superintendent.
Hongkong, 23rd December, 1885.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON AND ANTWERP, BORDEAUX, LE HAVRE, AND DUNKIRK.

ON TUESDAY, the 12th day of January, 1886, at NOON, the Company's Steamship "NATAL," Commandant Such, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 11th January, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents, and value of Packages are required.

For further particulars, apply at the Company's Office.—

G. DE CHAMPEAUX,
Agent.
Hongkong, 31st December, 1885.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC," will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th January, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare: if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 21st December, 1885.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama and Honolulu, on or about the 19th January, taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare: if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day: all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 30th December, 1885.

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bona fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

"JAPAN GAZETTE."
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May 1877.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Venetia*, with the next outward English mail, left Singapore at 3 p.m. on the [illegible] December, and is due here on the morning of the 2nd January.

THE INDIAN MAIL.

The Indo-China steamer *Taisang*, with the Indian mail, left Singapore on the 26th December, and is due here on the 2nd January.

THE AMERICAN MAIL.

The Pacific Mail steamer *City of Peking* left San Francisco on the 9th December, and may be expected here on the 7th January.

STEAMERS EXPECTED.

The Union Line steamer *Mosser* left Singapore on the 24th December, and may be looked for here on or about the 1st January.

The steamer *Iphigenia* left Singapore on the 24th December, and may be expected here on or about the 1st January.

The China Navigation steamer *Hangchow* left Singapore on the 26th December, and is due here on the 2nd January.

The Ocean Steamship Company's steamer *Bellerophon* left Singapore on the 26th December, and is due here on the 2nd January.

The Shire Line steamer *Cardiganshire* left Singapore on the 27th December, and is due here on or about the 4th January.

The E. & A. steamer *Menmuir* left Sydney on the 15th December, and is due here on or about the 7th January.

The steamer *Falkenburg* left Singapore for Saigon and this port on the 17th December.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1885, revised to date will be found in the *Daily Press Directory*, p. 393 large edition, p. 657 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

The authorised List of Mails, issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Singapore and New York.—Per *Claymore*, on Saturday, the 2nd January, at 4.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Douglas*, on Saturday, the 2nd January, at [illegible].00 P.M.

For Straits and Bombay.—Per *Zambesi*, on Wednesday, the 6th January, at 2.00 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Natal* will be despatched on TUESDAY, the 12th January, with Mails to the United Kingdom, Europe, and places beyond, *via Naples*, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

MONEY ORDERS.

1.—Money orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy.
* Azores Is.
* Belgium.
* Bermuda.
* Canada.
Canton.
* Cape Colony.
Ceylon.
+ (Constantinople).
* Cyprus.
* Denmark.
* Egypt.
* Falkland Is.
Foochow.
* Gambia.
* Germany.
+ (Gibraltar).
* Gold Coast.
Hankow.
Hawaii.
Hoihow.
* Holland.
* Honduras, (Br.)
Hongkong.
* Iceland.
India.
* Italy.
[illegible]
* Lagos.
* Madeira.
* Mauritius.
* Natal.
* Newfoundland.
North Borneo.
New South Wales.
Ningpo.
* Norway.
Port Darwin.
* Portugal.
Queensland.
* S. Helena.
* Seychelles.
Shanghai.
* Sierra Leone.
South Australia.
Straits Settlements.
Swatow.
* Sweden.
* Switzerland.
Tasmania.
United Kingdom.
* United States.
Victoria.
Western Australia.
* West Indies (British, Danish, and Dutch).

2.—Orders on the countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1 for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the order is drawn in.)

Up to £ 2, or $10, or	20 Rupees	0.20 cents.
,, £ 5, or $25, or	50 Rupees	0.40 cents.
,, £ 7, or $35, or	70 Rupees	0.60 cents.
,, £10, or $50, or	100 Rupees	0.80 cents.
,, — —	150 Rupees	$1.00

4.—No orders must exceed £10 or $50 (unless drawn on India, when 150 rupees is the limit) nor will more than two such orders be issued to the same person, in favour of the same payee by the same mail.

5.—Money orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the ports of China by means of Postage stamps, subject to a ch[illegible] one per cent. for cashing them; or m[illegible] can be granted at Hongkong or S[illegible] on ports where there are Agencies of [illegible] Hongkong Post Office.

Genera[illegible] Office,
Hongkong, September 1st, 1885.

+ Small remittances can[illegible] made to these places by means of Postal Notes. See separate notice or the Postal Guide.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 30th December.

EXPORT CARGOES.

Per American ship *Titan*, sailed on the 18th December:—For New York—11,314 packages crackers, 4,480 rolls matting, 1,704 packages tea, 895 cases fans, 700 cases cassia, 300 packages preserves, 500 bales cassia, 200 cases joss sticks, 200 packages canes, 50 cases essential oil, 50 bales rattans, 25 packages merchandise, and 12 cases chinaware.

Per steamship *Glencoe*, sailed on the 24th December:—For London—21,869 lbs. congou, and 30,387 lbs. scented caper. From Manila—4,723 bales hemp, and 256 bags coffee.

OPIUM.

Quotations are:—

Malwa (New)..........$540 per picul, allce. of 2½ [to 3 catties.

Malwa (Old) ....$550 per picul, allce. of 2½ [to 3½ catties.

Patna (New)	$565	per chest.
Benares (New)	540	,, ,,
Benares (Old)	520. nom.	,, ,,

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—169 per cent. premium.

Union Insurance Society of Canton, Limited—$450 per share.

China Traders' Insurance Company's Shares—$63 per share.

North China Insurance—Tls. 300 per share.

Yangtsze Insurance Association—Tls. 128 per share.

Chinese Insurance Company, Limited—$170 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$80 per share.

Hongkong Fire Insurance Company's Shares—$377½ per share.

China Fire Insurance Company's Shares—$78 per share.

Hongkong and Whampoa Dock Company's Shares—69 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$54 premium, sellers.

Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$48 per share.

Hongkong Gas Company's Shares—$90 per share.

Hongkong Hotel Company's Shares—$155 per share.

China Sugar Refining Company, Limited—$80 per share.

China Sugar Refining Company (Debentures)—2 per cent. premium nominal.

Luzon Sugar Refining Company, Limited—$80 per share.

Hongkong Ice Company's Shares—$165 per share.

Hongkong and China Bakery Company, Limited—$120 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Punjom and Sunghie Dua Samstan Mining Company, Limited—$8½.

Selangor Tin Mining Company—$10 per share.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$63 per share.

Hongkong and Macao Glass Manufacturing Co., Limited.—Par, nominal.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

December 30th.

Thermometer—[illegible]	59
Thermometer—[illegible]	60
Thermometer—1 P.M.	61
Thermometer—[illegible] (Wet bulb)	53
Thermometer—[illegible] (Wet bulb)	55
Thermometer—[illegible] (Wet bulb)	55
Thermometer—Maximum	61
Thermometer—Minimum (over night)	58

HONGKONG TIDE-TABLE.

31ST DECEMBER TO 6TH JANUARY, 1886.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. h. m.	High Water. Height. ft. in.	Low Water. Hongkong Mean Time. h. m.	Low Water. Height. ft. in.
Th.	31	m 5 32	2 3	m 10 22	1 3
		a 6 45	4 8		
F.	1	m 7 0	3 2	m 0 42	0 8
		a 6 24	4 7	m 11 9	1 4
Sat.	2	m 8 12	3 2	m 1 39	0 3
		a 7 1	0 6	m 11 50	1 5
S.	3	m 9 5	2 2	m 2 23	—0 2
		a 7 34	5 4	a 0 42	1 6
M.	4	m 9 50	2 3	m 2 54	—0 7
		a 8 12	5 6	a 1 21	1 5
Tu.	5	m 10 27	2 3	m 3 30	—0 9
		a 8 47	5 7	a 2 7	1 5
W.	6	m 11 0	2 4	m 4 1	—0 11
		a 9 22	5 7	a 2 47	1 5

The height of mean sea-level has been determined at 7.5 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.395 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

29th December, 1885, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.97	84	65	E	3	b	—
Haiphong	30.20	65	78	SE	2	o	—
Hongkong	30.30	59	53	E	3	b	—
Amoy	30.[illegible]	[illegible]	[illegible]	NE	3	[illegible]	—
Shanghai	30.18	38	71	NNW	3	o	—
Nagasaki	30.30	—	—	NW	3	—	—
Wladivostock	30.20	4	—	N	4	b	—

30th December, 1885, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.09	81	65	NE	3	b	—
Haiphong	30.0	69	80	SE	2	o	—
Hongkong	30.41	58	61	ENE	5	c	—
Amoy	30.34	58	63	NE	3	o	—
Shanghai	30.35	35	60	NW	1	bc	—
Nagasaki	30.42	—	—	NW	2	—	—
Wladivostock	30.01	0	60	N	4	c	—

The barometer is rising. Gradients continue steep for E. winds. The temperature is low, the humidity moderate, and the weather fine.

W. DOBERCK.

Hongkong Observatory, 30th December, 1885.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.30	30.41	30.30
Temperature	59	58	60
Humidity	53	61	63
Direction of wind	E.	E.N.E.	E.N.E.
Force of wind	3	5	5
Weather	b.	c.	b.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.

2.—TEMPERATURE in the shade in degrees Fahrenheit.

3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

4.—DIRECTION OF THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).

7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 30th December, 1885.

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For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1209

FOR SALE.

THE British Brig
"EMILY,"
of 296 TONS REGISTER.
For Particulars, apply to Captain on Board, or to
WIELER & Co.,
Agents.

Hongkong, 10th December, 1885. [2203

FOR SALE.

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This Machinery is quite new, and will be sold a bargain.
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REMEDIOS & Co.

Hongkong, 5th November, 1885. [1971

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DEED or BULLION SAFE just imported, CHUBB'S LOCKS DUPLICATE KEYS. Size of Safe 60" by 46" by 28."

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Hongkong, 24th July, 1885. [1354

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$24 .... per case of 1 dozen quarts.

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PONTET CANET.

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PALMER MARGAUX.

$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.

LORMONT.

$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [18

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PORT	SACCONES Bottled by Do.
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CHAMPAGNE	"VEUVE HUET," "CARTE D'OR."
BURGUNDY.	
BRANDY	*, **, and ***.
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STOUT	GUINNESS'S EXTRA, Pts. & Qts. Bottled by DUBLIN STOUT Co.
ALE	BASS & Co., Pale, Pts. & Qts.; Bottled by DUBLIN STOUT Co.
BEER	LAGER "KRONPRINZ."
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PAINTS, OILS, AND VARNISHES	—Goodlass, Wall & Co., Liverpool.
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Hongkong, 2nd July, 1885. [29

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DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

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Hongkong, 11th May, 1867. [19

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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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Hongkong, 28th April, 1885.

WINTER TIME TABLE.

~~THE KOWLOON FERRY.~~

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 20th October, 1885.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	*10.15 ,,	10.30 ,,	12.00 NOON.
*10.35 ,,	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.35 P.M.	1.00 ,,	1.30 ,,	2.00 ,,
1.30 ,,	2.00 ,,	2.30 ,,	3.00 ,,
2.20 ,,	3.00 ,,	3.30 ,,	4.00 ,,
3.30 ,,	4.00 ,,	4.15 ,,	4.30 ,,
4.15 ,,	4.30 ,,	4.50 ,,	5.10 ,,
4.50 ,,	5.10 ,,	5.25 ,,	5.45 ,,
5.25 ,,	5.40 ,,	6.15 ,,	6.40 ,,
6.15 ,,	6.45 ,,	7.00 ,,	
7.00 ,,			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [30

HONGKONG MARKETS.

AS REPORTED BY [illegible] 30TH DEC., 1885.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.30 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$86.00 to 87.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$106.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chints, per piece	[illegible]0 to 1.78
Dyed Spotted Shirtings, per piece	$3.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T. Cloths, 24yds. & 32 in. 6lbs. p. pe.	$1.20 to 1.25
Grey T. Cloths, 24yds. & 32 in. 7lbs. p. pe.	$1.35 to 1.70
Grey T. Cloths, 24yds 36in 8lbs. XO p. pe.	$1.80 to 1.85
Grey T. Cloths, 24yds 36in 8lbs. VV p. pe.	$2.30 to 2.35
Grey T. Cloths, 24yds 36in 8lbs. XX p. pe.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.60 to 0.78
White Shirtings, [illegible] reed, per piece	$2.15 to 2.35
White Shirtings, 64 to [illegible] reed, per piece	$3.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 800 reed, per piece	$3.45 to 3.50
White Shirtings, 7,600 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, [illegible], per piece	$5.30 to 5.32
White Shirtings, [illegible], per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 3.65

WOOLLEN GOODS.

Blankets, [illegible] lbs., per pair	$3.45 to 3.6[illegible]
Blankets, [illegible] lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.41
Blankets, 12 lbs., per pair	$5.79 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$10.50 to 17.00
Camlets, AAA, per piece	$10.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.76
Long Ells, MM Assorted per piece	$6.05 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.77

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.30
Lead, WB, per picul	$4.4 to 4.55
Lead, LB, per picul	$4.72 to 4.75
Lead, Hole Chop, per picul	$4.70 to 4.72
Quicksilver, English, per picul	$61.00 to 61.50
Quicksilver, American, per picul	$61.00 to 6[illegible].40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 2.18
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.[illegible]0 to 17.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$72.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Buffalo Cow Hides	$7.60 to 8.00

PRODUCE.

Camphor, packed, per picul	11.7[illegible]
Camphor, Baroos, clean, per picul	$9.600 to 9,800
Camphor, Refuse, per picul	[illegible] to 1,85
Cardamoms, Superior	$125 to 133
Cardamoms, Inferior, per picul	$22.00 to 23.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.50 to 10.40
Coals, Sydney, per ton	$9.40 to —
Coffee, per picul	$22.30 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Nails, per picul	$23.50 to 28.80
Cotton, Bombay, per picul	$15.50 to 16.20
Cotton, Calcutta, per picul	$17.30 to 17.30
Cotton, Ningpo, per picul	$18.20 to 18.50
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$10.30 to 10.53
Cotton, Tientsin, per picul	$17.60 to 17.70
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.5 to 2.9.7
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.05 to 7.7[illegible]
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.50 to 1.55
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.2 to 6.45
Fungus	$29.00 to 30.00
Ginseng, American, 1st quality, p. picul.	$200 to 485
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.0 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to [illegible]

Pe[illegible]	[illegible] to 6.0
Peas, [illegible] per picul	$2.15 to [illegible]
Peas, [illegible] per picul	$2.25 to 2.3
Peas, [illegible] per picul	$2.[illegible] to 2.1
Peas, [illegible] per picul	$2.[illegible] to 2.1
Peas, [illegible], per picul	$2.15 to 2.3
Pearl Barley, per picul	$6.5[illegible] to 7.[illegible]
Rice, Siam, No. 1, per picul	$1.93 to 1.9
Rice, Siam, No. 2, per picul	$1.76 to
Rice, Siam, milled No. 1, per picul	$1.64 to
Rice, Siam, milled No. 3, per picul	$1.40 to
Rice, Saigon, No. 1, per picul	$1.87 to
Rice, Saigon, Hemp bags	$1.72 to
Rice, Saigon, Straw bags	$1.70 to
Seaweed, Green, per picul	$1.95 to
Seaweed, Cut, per picul	$2.35 to
Sesamum, White, per picul	$4.95 to
Sesamum, Black, per picul	Tls. 3.4.5 to
Sharksfins, per picul	$35.00 to
Shellfish, Japan, per picul	$27.00 to
Shellfish, California, per picul	$11.50 to
Stockfish, per picul	$5.00 to
Straits Produce, &c.,—	
Betel Nut, per picul	$4.17 to
Pepper, White, per picul	$27.40 to
Pepper, Black, per picul	$19.80 to
Rattan, Straits, per picul	$5.25 to
Rattans, Banjar, per picul	$4.25 to
Sandal Wood, Malabar, per picul	$[illegible].65 to
Sandal Wood, South Seas, per picul	$17.00 to
Sapan Wood, Manila, per picul	$1.45 to
Sapan Wood, Siam, per picul	$2.25 to
Sugar, Shek-lung, White, No. 1, p. pcl.	$5.22 to
Sugar, Shek-lung, White, No. 2, p. pcl.	$4.0[illegible] to
Sugar, Shek-lung, Brown, per picul	$[illegible].27 to
Sugar Candy, Shek-lung, per picul	$3.65 to
Sugar Candy, Foochow, per picul	$9.77 to
Sugar Candy, Swatow, White, per picul.	$3.94 to
Vermicelli, Tientsin, per picul	$7.50 to
Wood Oil, per picul	Tls. 6.3.0 to
Window Glass, per box	,, 3.15

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Airlie	Dec. 21	Ellis	Brit. str	1492	Russell & Co	Australia
Albany	Dec. 24	Ed. Porter	Brit. str	1489	Adamson, Bell & Co	
Alwine	Dec. 30	P. Moss	Ger. str	400	Wieler & Co	
Angers	Nov. 12	Pinkham	Brit. str	2077	Adamson, Bell & Co	
Anton	Dec. 28	E. Aereboe	Ger. str	398	Wieler & Co	
August	Dec. 26	Peter Isberg	Nor. str	1078	Captain	
Belgic	Dec. 25	Walker	Brit. str	4212	O. & O. S. S. Co	S. Francisco
Camorta	Oct. 15	Orsille	Brit. str	1291	Jardine, Matheson & Co	
Cicero	Dec. 13	George	Brit. str	1030	Arnhold, Karberg & Co	
Clieveden	Dec. 16	F. Johnson	Brit. str	1114	Siemssen & Co	
Danube	Dec. 28	Anderson	Brit. str	561	Yuen Fat Hong	
Decima	Dec. 20	P. Oestmann	Ger. str	945	Siemssen & Co	
Denbighshire	Dec. 30	Cuming	Brit. str	1663	Adamson, Bell & Co	London
[illegible]	Dec. 18	Juthjens	Ger. str	1197	Ed. Schellhass & Co	
Dicky	Oct. 13	Hochrenter	Ger. str	138	Wieler & Co	
Diomed	Dec. 29	Guthrie	Brit. str	1736	Butterfield & Swire	Shanghai Coast Ports
Douglas	Dec. 29	M. Young	Brit. str	881	Douglas Lapraik & Co	
Elsa	Dec. 18	Kuschert	Ger. str	552	A. R. Marty	
[illegible]	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Fei-lung	Dec. 15	Allison	Brit. str	752	Butterfield & Swire	
Fero	Dec. 26	P. Sorensen	Ger. str	754	Siemssen & Co	
Glenfruin	Oct. 16	Norman	Brit. str	1395	Jardine, Matheson & Co	
Gulf of Papua	Dec. 21	Ligertwood	Brit. str	1316	Russell & Co	
Hankow	—	Deville	Brit. str	2235	Butterfield & Swire	Canton
Harter	Dec. 4	Grandin	Brit. str	1193	Chinese	
Honam	—	H. E. Clarke	Brit. str	1341	H. C. & M. Steamboat Co	Canton
Idona	Nov. 9	N. Emcke	Ger. str	297	Ed. Schellhass & Co	
Iolani	Nov. 15	E. Allason	Brit. str	981	Gibb, Livingston & Co	
Japanese	Dec. 16	W. Moore	Brit. str	1201	Adamson, Bell & Co	
Kennett	Dec. 24	Sanderson	Brit. str	1153	Douglas Lapraik & Co	
Kinkiang	—	A. H. Benning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Memling	Dec. 20	Hutchison	Brit. str	619	Adamson, Bell & Co	
Moray	Dec. 2	Duncan	Brit. str	1427	Adamson, Bell & Co	
Nanshan	Dec. 21	Blackbourne	Brit. str	835	Hop Hing Hong	Swatow
Normanton	Dec. 27	Drake	Brit. str	1533	Siemssen & Co	
P. C. Chom Klao	Dec. 29	Lightwood	Brit. str	1012	Yuen Fat Hong	
Picciola	Dec. 25	Ph. Nissen	Ger. str	874	Wieler & Co	
Pilot Fish	June 2	Robinson	Brit. str	161	Captain	
Powan	—	S. W. Goggin	Brit. str	1812	H. C. & M. Steamboat Co	Canton
Strathairly	Dec. 27	D. Boughton	Brit. str	1231	Butterfield & Swire	
Tritos	Dec. [illegible]	Heicken	Ger. str	14[illegible]	Ed. Schellhass & Co	
Vespasian	Nov. 29	J. Alexander	Brit. str	792	Arnhold, Karberg & Co	
Vortigern	Dec. 17	J. Brown	Brit. str	876	Arnhold, Karberg & Co	
Vorwaerts	Dec. 23	Bruhn	Ger. str	812	Wieler & Co	
Wah-Yeung	Nov. 30	Y. Witt	Brit. str	314	Shing Kee	Canton
White Cloud	—	J. B. Lefavour	Brit. str	652	H. C. & M. Steamboat Co	
Woosung	Dec. 2	Arthur	Brit. str	1109	Butterfield & Swire	Australia
Yangtse	Dec. 28	Lormier	Fr. str	2414	Messageries Maritimes	Shanghai
Zambesi	Dec. 2	Francis Cole	Brit. str	1540	P. & O. S. N. Co	Bombay

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph	Nov. 3[illegible]	Focke	Ger. bg	258	Ed. Schellhass & Co	
Alden Besse	Dec. 10	J. A. O'Brien	Amr. bk	812	Melchers & Co	
Amity	Dec. 27	Caberly	Brit. bk	519	Siemssen & Co	
Anna Sieben	Nov. 29	A. Paulsen	Ger. bk	604	Wieler & Co	
Annie	Oct. 31	Kroncke	Ger. bk	423	Wieler & Co	
Arracada	Oct. 30	Green	Brit. bk	977	Messageries Maritimes	
B. H. Steenken	Aug. [illegible]	Chas. Meyer	Ger. bg	2[illegible]	Melchers & Co	
Carrea V[illegible]	Feb. 27	Uresandi	Span. bk	691	Order	
Centennial	Oct. [illegible]	T. M. Boarse	Amr. sh	1222	Captain	
Ceylon	Dec. 17	R. Cashom	Amr. bk	653	Chinese	
Ch'on Wat ana	Dec. 18	Gulrich	Siam. bk	655	Chinese	
Coloma	Dec. 18	C. M. Noyes	Amr. bk	850	Captain	
Dartmouth	Oct. 4	B. Flinton	Brit. bk	915	Melchers & Co	
E. F. Whitney	Oct. 8	H. B. Rollins	Amr. sh	1249	Gibb, Livingston & Co	
Eden	Oct. 25	John Nairn	Brit. bk	313	Wieler & Co	
Edward Kidder	Dec. 28	Griffens	Amr. bk	965	Arnhold, Karberg & Co	
Elise	Nov. 27	C. F. Bruhn	Ger. bk	513	Wieler & Co	
Eliso	Nov. [illegible]	F. Rowehl	Ger. sh	1318	Arnhold, Karberg & Co	London
Emily	Nov. 12	J. Watt	Brit. bg	296	Wieler & Co	
Felix	Nov. 3	G. Wahlberg	Rus. bk	874	Captain	
Franklin	Nov. 5	Juan Autda	Hon. sch	177	Chinese	
George	Nov. 25	Grant	Brit. bk	89[illegible]	Adamson, Bell & Co	Victoria S. Francisco
Grandee	Oct. 2	Ellis	Brit. sh	1578	Melchers & Co	
Great Admiral	Oct. 9	R. Thompson	Amr. sh	149[illegible]	Captain	
Harmonia	Dec. 6	Kassebohm	Ger. sh	1454	Melchers & Co	
Helicon	Dec. 12	T. B. Howes	Amr. sh	1139	Russell & Co	
Hiram Emery	Dec. 21	Gorham	Amr. bk	757	Captain	
Highlander	May 1[illegible]	Batchelder	Amr. sh	1352	Russell & Co	
Isaac Reed	Oct. 7	H. C. Colley	Amr. sh	1488	Order	
J. B. Newcomb	Nov. 21	Newcomb	Brit. bk	890	Carlowitz & Co	London
Lady Harewood	Dec. 9	Williams	Brit. bk	392	Chinese	
L'Avvenire	Dec. 17	C. Rogers	Brit. bg	876	Arnhold, Karberg & Co	
Lottie Fairfield	Nov. 17	Jas. Bingay	Brit. sch	161	Siemssen & Co	
Louise	Nov. 10	Lemoine	Fr. sch	299	Pustau & Co	
Marguerite	Nov. 24	Omnes	Fren. bk	453	Carlowitz & Co	Hamburg
May	Dec. 21	Geo. Robb	Brit. sch	237	Adamson, Bell & Co	
Mohawk	Nov. 30	Crosland	Brit. bk	1348	Douglas Lapraik & Co	
N. Gibson	Sept. 16	Bailey	Amr. bk	701	Russell & Co	
Oberon	Oct. 19	S. B. Farrell	Brit. sh	1193	Russell & Co	
Ophir	Dec. 7	S. Samsonsen	Nor. bk	787	Carlowitz & Co	London
R. [illegible]arsons	Oct. 22	Thorndike	Am. sh	1118	Captain	
Sholoo	Nov. 25	Barker	Brit. bk	473	Borneo Co., Limited	
South America	Sept. 18	Fowle	Amr. sh	1694	Russell & Co	New York
Spartan	Dec. 15	Henry Cairn	Amr. bk	713	Captain	
Sterfyrsten	Nov. 11	Gudd	Rus. bk	586	Arnhold, Karberg & Co	New York
Thekla	Dec. 28	H. J. Reiners	Ger. bk	777	Arnhold, Karberg & Co	
Three Brothers	Nov. [illegible]	Kabloke	Brit. bk	336	Chinese	
Undine	Dec. 19	F. Kruse	Ger. bk	938	Melchers & Co	
Wand, Jew	Nov. 3	Nichols	Amr. sh	1650	Captain	

MACAO.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang[illegible]	—	Holmes	Amr. str	360	I. M. S. N. Co	
Kiungchow	—	J. P. Hoyland	Brit. str	288	H. C. & M. Steamboat Co	Canton

WHAMPOA.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Amoy	Dec. 28	Koehler	Brit. str	815	Siemssen & Co
Channel Queen	Dec. 19	Le Lachour	Brit. bk	609	Ed. Schellhass & Co
[illegible]ny Lee	June 27	G. H. Korck	Siam. bk	326	Chinese
Friedrich	Dec. 13	H. Spiesen	Ger. bk	595	Siemssen & Co
Fooshun	Dec. 26	E. W. Tisdall	Chi. str	864	C. M. S. N. Co
G'Island	Dec. 28	D'Erville	Brit. str	1059	Siemssen & Co
Helene	Nov. 27	Behrmann	Ger. sch	425	Wieler & Co
Kwong-wai	Dec. 30	J. W. Lowson	Chi. str	400	Chinese Government
Ta Lee	Sept. 14	Stolze	Ger. bk	342	Siemssen & Co

CANTON.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
California	June 15	J. Sobrido	Span. bk	420	Lane, Crawford & Co
Ch'ron Kauryo	July 29	Krag	Siam. bk	489	Chinese
Milton	Nov. 19	Scot	Brit. str	149	A. Levy

SWATOW.

IN PORT ON 27TH NOVEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Charley		Holdt	Brit. bk	359	Bradley & Co
G. H. Wappaus		Schroder	Brit. bk	533	Bradley & Co
Sin Kolga		Hanssen	Brit. bk	531	Bradley & Co
W. Siegfried		Mitchell	Brit. bk	394	Bradley & Co

AMOY.

IN PORT ON 24TH DECEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Anna Bertha	Dec. 17	Krause	Ger. bk	469	Pasedag & Co
Archos	Dec. 9	W. Baike	Brit. bk	419	Chinese
Chateaubriand	Dec. 2	Edwards	Brit. bk	409	H. A. Petersen & Co
Else	Dec. 12	Brinckmeier	Ger. bg	278	Pasedag & Co
Fruso	Nov. 25	Hansen	Nor. bk	436	H. A. Petersen & Co
Hammonia	Dec. 11	Kroncke	Ger. bk	408	Pasedag & Co
Hermann	Nov. 25	M. Traulsen	Ger. bk	414	H. A. Petersen & Co
Hugo & Otto	Dec. 2	M. M. Koedt	Nor. bk	370	H. A. Petersen & Co
Johann Carl	Dec. 4	E. Schwart	Ger. sch	144	Pasedag & Co
Krist. Nilsson	Nov. 26	Thomsen	Ger. bg	281	H. A. Petersen & Co
Louise	Nov. 21	C. Holm	Ger. sch	280	H. A. Petersen & Co
Nanphanto	Nov. 22	S. Saunders	Brit. bk	356	Tait & Co
Rachel	Nov. 25	Affleck	Brit. bk	282	Boyd & Co
Therese	Nov. 25	Lorenzen	Ger. bk	391	H. A. Petersen & Co
Wagrien	Dec. 12	J. Jessen	Ger. sch	179	Boyd & Co

FOOCHOW.

IN PORT ON 19TH DECEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
W. Siegfried	Dec. 15	Mitchell	Ger. bk	399	Chinese	

SHANGHAI.

IN PORT ON 23RD DECEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Chingtah	Sept. 17	Taylor	Chi. bk	456	H. M. Schultz	
Gov. Goodwin	Nov. 16	Norton	Amr. sh	1459	Melchers & Co	
Mary L. Stone	Oct. 31	Josselyn	Amr. sh	1420	Fearon, Low & Co	
Ringleader	Nov. 6	Entwistle	Amr. sh	1145	Fearon, Low & Co	
Solider	Dec. 22	Engelsen	Brit. bk	210	Nils Moller	
Veritas	Dec. 10	Johnson	Brit. bk	748	Nils Moller	
Wm. Minstrel	Sept. 8	Lundholm	Brit. sch	364	Chinese	
Wylo	Nov. 25	Brown	Brit. bk	799	Gibb, Livingston & Co	

HIOGO.

IN PORT ON 21ST DECEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Alice	Nov. 5	Von Hagen	Ger. sh	1175	C. & J. Trading Co	
Kate F. Troop	Dec. 11	Heapid	Brit. bk	1200	Fearon, Low & Co.	
Kingsport	Nov. 23	Morehouse	Brit. sh	1163	R. Isaac & Bros.	
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co	

NAGASAKI.

IN PORT ON 19TH DECEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
K'gawa Maru	Dec. 7	Spiegelthal	Jap. bk	1084	Nippon Yusen Kaisha	
Kozaki Maru	—	Christensen	Jap. bg	400	M. B. M. Co	
Pelham	Dec. 18	Downie	Brit. bk	254	Order	
Pilgrim	Nov. 18	Merritt	Amr. bk	335	C. & J. Trading Co	

YOKOHAMA.

IN PORT ON 18TH DECEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Ada	Oct. 23	Renny	Brit. sch	65	F. White	
Adela	Oct. 12	Hansen	Ger. sch	50	F. Katy	
Archimede	Nov. 17	Walker	Brit. bk	1050	Master	
Big Bonanza	July 16	Andrews	Amr. sh	1399	Adamson, Bell & Co	
Diana	Nov. 11	Petersen	Am. sch	75	Captain	
Guam	Nov. 9	Smith	Brit. sch	215	A. Clark	
Min. of Marine	Nov. 7	Austin [illegible]hlin	Brit. sh	1448	Captain	
Nemo	Nov. 15	McLaug	Brit. sch	146	Captain	
Penelope	Nov. 22	Miner	Brit. sch	69	J. J. Gray	
Rose	Nov. 28	Brassey	Am. sch	50	Petersen	
Venezuela	Oct. 9	Perry	Brit. bk	983	Frazar & Co	

MANILA.

IN PORT ON 27TH NOVEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Anahuac	Sept. 25		Amr. sh	1221	Peele, Hubbell & Co	
Arklow	Nov. 3		Brit. bk	748	Findlay, R. & Co	New Y
Grandee	Nov. 3		Amr. sh	1236	Peele, Hubbell & Co	
J. E. Ridgway	Oct. 15		Amr. sh	1730	W. F. Stevenson & Co	Liverp
Kiandra	Oct. 16		Brit. bk	990	Findlay, R. & Co	
Nervion	May 6		Span. bk	598	Smith, Bell & Co	
Prof. Johnson	Sept. 4		Nor. bk	1007	Findlay, R. & Co	
Tordal	Nov. 2		Nor. bk	599	Macleod & Co	
Ventura	Nov. 18		Span. bk	992	J. Reyes & Co	

ILOILO.

IN PORT ON 23RD NOVEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Marabout	Nov. 3		Brit. sh	1497	W. F. Stevenson & Co	U. Sta

CEBU.

IN PORT ON 21ST NOVEMBER, 1885.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Amy Turner	Nov. 13		Amr. bk	961	Smith, Bell & Co	Ne
Erman. Anger	Nov. 14		Fren. bk	453	Smith, Bell & Co	Ch
Psyche	Oct. 8		Fren. bk	978	J. Smith	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQU

NAME.	RIG.	GUNS.	H.P.	CA
Agamemnon	d.-s. turret ironclad	6	6360	Captain S. Long
Albatross	screw sloop	4	840	Com. Hicks
Audacious	double-screw iron frigate	14	4330	Captain Pearson
Champion	corvette	14	2340	Captain Powlett
Cleopatra	corvette	14	2610	Capt. L. C. Ke
Cockchafer	gunboat	4	470	Lt.-Com. Botel
Curacoa	corvette	14	2540	Capt. J. [illegible]. J.
Daring	composite sloop	4	920	Com. Ed. H. M
Esk	double-screw gunboat	3	340	In reserve
Espoir	gunboat	4	455	Lieut.-Com. Ad
Firebrand	composite gunboat	4	460	Lieut.Com. Dicke
Flying Fish	sloop	4	840	Capt. J. F. L. P. M
Linnet	gunboat	5	1050	Commander G. W.
Merlin	composite gunboat	4	430	Lt.-Com. R.B.C. Bre
Midge	double-screw gun-vessel	4	470	Com. Hothan
Pegasus	sloop	6	970	Capt. A. R. Bec
Rambler	composite gun-vessel	3	670	Com. W. Usborne
Sapphire	corvette	12	2360	Capt. R. G. Kin
Swift	double-screw gun-vessel	5	1010	Commander Bro
Tweed	double-screw gunboat	3	340	Commander Lear
V. Emanuel	receiving ship	20	—	Commodore Mo
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. Farqu
Wanderer	composite sloop	3	750	Com. O. Church
Wivern	turret ironclad	4	1450	Commander Dav
Zephyr	gunboat	4	530	Lt. Com. C. K

FOREIGN MEN-OF-WAR ON THE CHINA AND JA

NAME.	FLAG.	GUNS.	H.P.	CAPT	
Abreck	Russian gunboat	7	300	Captain Sq	
Alert	American corvette	4	800	Command	
Aspic	French gunboat	4	100	Capt. M.	
Champlain	French cruiser	10	1450	Captain Qu	
Comete	French gunboat	—	—	Captain Noirot	
Decres	French cruiser	11	340	Capt. de Montegu	
Dives	French transport	—	—	Captain Legrand	
Djigit	Russian gunboat	—	—	Captain Muller	
Duchaffaut	French corvette	—	—	Capt. L. Meassaux	
Elisabeth	German corvette	21	2400	Comd. Schering	
Ermak	Russian transport	4	80	Captain Koltchau	
Gornostai	Russian gunboat	6	80	Commander Stark	
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	
Krayser	Russian cruiser	8	250	Captain Ustotopoff	
Laclocheterie	French corvette	16	450	Captain de B[illegible]rbeyrac	Haiph
Lutin	French gunboat	4	100	Captain Debar	Chemi
Marion	American corvette	—	—	Com. M. Miller	Tientsin
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Amoy
Morse	Russian gunboat	7	80	Commander Boyle	Nagasal
Nautilus	Austrian gunboat	3	—	Captain Spetzler	Vladivo
Nerpa	Russian gunboat	7	80	Commander Valrondt	Hongko
Omaha	American corvette	12	—	Captain T. O. Selfridge	Manila
Opritchnik	Russian cruiser	8	250	Capt. B. Ivashentzoff	Yokoha
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Shangh
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Manila
Primauguet	French corvette	17	550	Captain M. Buce	Manila
Rasboynik	Russian cruiser	12	250	Captain Pojarsky	Hoilo
Ri Lima	Portuguese gunboat	4	100	Capt. L. de Andrada	Shangh
Roland	French cruiser	15	550	Captain Macet	Woosun
Sagittaire	French gunboat	4	100	Commander Krantz	Hongko
St. Quintin	Spanish gunboat	—	—	Captain A. Godinez	Fusan
Scobeleff	Russian corvette	9	2000		Cruising
Sobol	Russian gunboat	7	80	Commander Boyle	Macao
Tamega	Portuguese gunboat	—	—	Capt. Avila	Cruising
Tongous	Russian gunboat	—	—	Commander Heck	Korea
Trenton	American frigate	14	3000	Captain Phythian	Hongko
Turenne	French frigate	14	4550	Captain Dupuis	Hongko
Velasco	Spanish corvette	—	—	E. F. Batran	Saigon
Vipere	French gunboat	4	100	Captain Peireyre	Manila
V. Monomach	Russian frigate	20	—	Captain Poliansky	Cruising
Vostock	Russian gunboat	4	—	Commander Molchouby	

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